

RIOGRANDE SOUTHERN RAILROAD

EMPLOYES' TIME TABLE

No. 51

To Take Effect at 12:01 O'clock a. m., Sept. 24, 1909.

This Time Table Is for the Guidance of Employes Only,

Advertisement of any Train

And is not intended for the Information of the Public, or as an

The Company reserves the right to vary from it

at pleasure.

STANDARD TIME, 105th MERIDIAN

M or				Second				Telluride Br.	: :						" "	Ullmort	District	LOCATION	Additional
	160.6	141.9	123.35	116.3			47.4	38.2	64.7	55.7	43.9	36.4	35.3	21.5	17.1		Mille	NOI	Spurs
	BELL'S	MAY DAY	CRENSHAW	GRADEN			PANDORA	ILLIUM	WINKFIELD	GALLAGHER	BUTTERFLY	BILK	LIME	LEONARD	SAMS		MAINEO	2	not Shown in
Address of the last	8.			10. 6.			36.	ço	, p. p.	12.	15.	90 9	ω .	10.	10.		Capacity	Car	Regula
Dies Jak	South End	South End		South End South End		OTTO THE PERSON		North End	North End	North End	South End	South End	South Find	North End	South End		Connections	Switch	Additional Spurs not Shown in Regular Time Table
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10.00			100	10.7		NE C	100				Į.					B	B	n ja	1
															Dolores	50	Telluride		REGISTERING STATIONS

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.

the blue becomplified in refloring must be made up systematically in station order, which order will be preserved in taking or leaving cars. In loading freight, it must as for as pracactors in loading local freight, when a way stations must hold small loss of freight to load on trains, instead of loading in cars and effection. Conductors must become of the respective of other cars having to go empty in the same direction. Conductors must be severed to the contents of the respect to six miles per hour visible the respect to six miles per hour budge at Leonard and work trains that of second-class trains.

3. Members of train crows must look over the air brakes, as well as the general condition, and any found out of other, or any other effects in the air brakes, and while the air is applied. Defined will be respect to a six miles per hour virily the test of air brakes at these stations.

3. Members of train crows must look over the air brakes, as well as the general condition of the train before descending the grade. During the test of air brakes at these stations and while the air is applied, brakened will turn up all retaining valves to ascertively before the sating nature of defect. Palson travel must be adjusted to four (4) inches on the propient of the cars stating nature of defect. Palson travel must be allosted to a train before descendent will turn up all retaining valves to save that ingredient must not so show under the shoes in making the adjustment. Brakeman must try the hand brakes on the well apply the usual Air Brake Defect Gard to the making the constant and trains the satisfact. Palson travel must be exercised to paid to all rods and brake connections brakes also adjustment. Brakeman must try the hand brakes on all the cars before trains. Frake and trains the satisfact are palsonable to the sate base an

brakes should be set on cars at or reservite 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 reservite 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 train. The set in poiding 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 train. The setting or near the proper of the ready to stop the train should the air fail.

2. All cast ling or near of rails in hose for the purpose of preventing leakage to air brake complings, should not be practiced, but new hose should be applied.

3. Engineers must use over your distolation of the train in both ascending and descending grades, and a close observance of train made for sliting wheels.

4. All freight train equipment using straights it is passible for the train cave to do so, and report made of same.

5. In the handling of freight trains down Koystone hill adubbee having valves in the couplings.

6. In case of breaking in two, or any other cause for the train cave to couplings.

6. In case of breaking in two, or any other cause for thouse the brakes in merchandles or mixed trains.

6. In the handling of freight trains down Koystone hill adubbee having valves in the couplings.

7. Conductors and brakemen in addition to inspecting their train at certain designated points on the line will be air as explained in Art, No. 2.

8. Rio Grande Southern employes will be governed by General Rules and Esguintions in effect on the Deriver and Rio takes described in trains.

6. All EBAKESS—The air-lose, when not complete between cars, must be coupled to dismay compling provided for that purpose. Gese Question No. 1. Air-Brake Instructions.

7. All passengers will not be carried on freight trains.

8. Rio Grande Southern must operate the air-brake

W. L. MILLER, Dispatcher,

Chief Dispatcher.

C. D. WOLFINGER, Superintendent

C. H. SCHLACKS, Vice-President.

FIRST DISTRICT..Ridgway and Rico.

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	904651 (662) 641 TOI 81	D RICO Ro	BURNS 2.6	(Mp 55) COKE OVENS Bx 5.7	LIZARD HEAD Bx 18.6	TROUT LAKE Bx 17.1	MATTERHORN 19.5	0 OPHIR HI 21.2	(Bridge 43 A) AMES Bx 24.9	D VANCE JUNCTION MI 28.4	WILSON 33.6	SAW PIT 36.0	FALL CREEK 87.1	D PLACERVILLE Pv 39.6	BROWN 44.0	LEOPARD CREEK 50.1	DALLAS DIVIDE Bx 52.9	VALLEY VIEW 56.6	DETI 59.0	HAGENS 61.0	Dt RIDGWAY Ds 66.2	STATIONS AND SIDINGS	SEPT. 24, 1909.	I IMIE I ABLE No. 51.
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10001	A. M. Lv. Daily						10	200						s 9.30	1 9.50	1 10.15	10.30	110.50	11.05	11.15	11.30	Ar. Dally A.M.	HIXED	IST CLASS.
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EXPLANATION OF CHARACTERS.

37 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 and train indicate mileage of district N-Day and Night Telegraph Offices, **Regular Stop. **Wye.

B-Bulletins. O-Water. I-Stop for Meals. D-Day (only) Telegraph Offices.

X-Turn Table. O-Coal. f-Stop on Signals. 5—Scales. Standard Clock.

ENGINE RATING, IN TONS OF 2,000 POUNDS.

www.	
Ridgway and Dallas Divide. Vance Junction and Konsone. Placerville and Vance function. Vance Junction and Ophic. Ophir and Lizard Head. Double and Lizard Head. Placerville and Dallas Divide.	FIRST DISTRICT
202211288 202211288	45% Class Engines Mixed
338888 888888 888888	47 Class Engines Mixed
170-80 140-186 180-186	60 Class Engines Freight
Dolores and Glencoe. Glencoe and Millwood. Mances and Grma. Dolores and Blueson. Ascending grades on Pantoches. Enterprise and Ute branches.	SECOND DISTRICT
145-150 80-85 80-85 80-85 145-160	45% Class Engines Mixed
1155-160 80-85 80-85 80-85 80-85	47 Class Engines Mixed
100-200 110-125 110-125 110-125 110-280	60 Class Engines Freight
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	45.1 D	43.7	41.7	38.6	37.8					L	out special e passing s		162.1	159.3	157.1	154.2				182.9	125.3	and l		108.4	1	96.3	90.2				15	100	Aftes	FROM	
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