

## RIO GRANDE SOUTHERN RAILROAD

EMPLOYES' TIME TABLE

No. 53.

This Time Table Is for the Guidance of Employes Only, To Take Effect at 12:01 O'clock a. m., Oct. 31, 1909.

The Company reserves the right to vary from it And is not intended for the Information of the Public, or as an Advertisement of any Train.

STANDARD TIME, 105th MERIDIAN.

at pleasure.

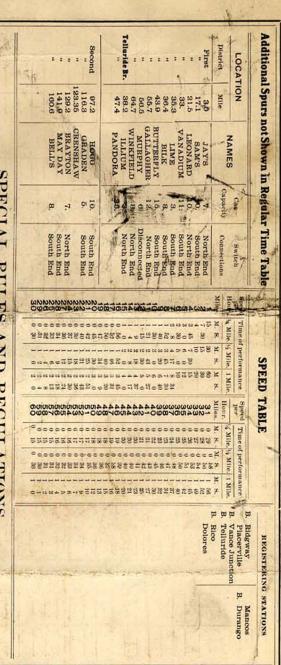
10-12 mg

左对 女

607/22

TIONS AND SIDINGS	No Train or Engine will leave Telluride without special order or clearance ticket.	P. M. Ar. Daily.	6.20	1 6.15	1 6.10	9.3	5.45	lev.Daily P. M.	MIXEO 25	SOUTHWARD.		No Trains or Engine will leave Rico or Durango without All Trains and Engines must come to full stop before I Water Tanks are located at mile posts 78, 87 and 131.	Bx. Sun. Daily	3/55 Ar. P. M.	10.5	100	325	s 8.20 1 .8.02	240	1 2.10	1 1.50 1 2.05	1 1.06 1 1.29	314	11.20 112.30	r 12.03		11.16		1 9.07		1 8.02 1 8.53 70.2	7.45 9.40	- 2	LV A.M	Manage .
DINGS  Ro 95.9 3,45  Ro 95.9 3,45  87.9 (2,43)  87.9 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.2 (2,43)  78.3 (2,43)  78.4 (2,4	al order or clearance ticket.		0				D	HI	ibGW	AY.	TELLURIDE	ut special order or clearance ticket. All trains will passing switch to Coke Ovens at Durango, and sha All trains must be under full control passing yar	& Cherry speed per			157.1 PORTER			2 2		131)	125.3 MENEFEE	0					٥				D			OC1.3, 1909.
Daily Daily Br. Mr. Daily Br. Mr. Daily Br. Sim.			2.0	00	5.7	8.8	W	м	ILES F	53.	BRAN	leave a registering ticket in box a rp look-out kept for Switch Engined limit boards at Mancos, Porter an	hour +	Dg	7	5,0			H <sub>1</sub>	25.6		36.8			58.7	D <sub>J</sub> 59.8		Вх	BX	,		Ro		pu	es I
	(0.35)	A. M. Lv. Daily	7.00	7.04	70.0	9.3		Ar. Daily A M.	MIXED				100		-		1	4	13.97	111.25					1.31	1.55		-	-						MIXED 12

18.5 - aways speed for hour -> 12.5



## 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.

1. TRAIN WORK.—Prains 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 consolitated in full cardonals 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 joint freight. Agents a traval station was a station, Agents at terminals will transfer and one a 182 ED course. Not more than two engines must be compled to one passenger train. If more power is required trains are employed, must be dareful formation and train the property of the substance of

and that full pressure is

engine evers must know so far as lies in their power to do so, the exact condition of their brake apparatus on the entire Iralin, ever must also make an imperion of the struck or passas to see that it is in good condition; that the tender brakes are working properly, an acting. Where incompliers are equipped with water places to be a to be a fail in good working order, and the properly aim must not be made from a long period with water places. The structure of the state of the structure and down grade, unless the helper expline goes the state of s with the train.

working; and the total

Definition contributed the period territor with the hand brakes; hand brakes abould be set or cars at retailure in case of set failure. Usually hand Trainmen must assist in boding passenger trains with hand brakes on cars where the regaling valves are not in proper working order; or other cars in case of set failure. Usually hand trains, if found accessary, in order to keep train under period control, and be ready to stop the train so the train and accessary. In order to keep train under period control, and be ready to stop their trains of train should not be practiced, but naw bees should be applied. At least one member of the train to read must be on the rear end of the train which accesseding grades, and a close observance of train made for siling wheels.

It is the set of the train crew must be on the rear end of the train in both accending and exceeding grades, and a close observance of train made for siling wheels.

In the multiple of the train the purpose of percenting in the partial of the train of the partial of the

C. D. WOLFINGER,

H. W CLARKE General Manager.

0 H. SCHLACKS.

## FIRST DISTRICT.-Ridgway and Rico.

					Water tanks are located No Train or Engine will	Sunday	Ar. Da b	4.45	1 4.30	3.30	2.55	1 2.85	5: 2.15	1 1.40	1.05	f12.37	r 12.25	112.18	\$ 11.45	111.20	10.30	f 9.50	1 9.28	9.10	8.50	Lv. Daily Except Sunday A. M.	EREIGHT.	2º CLASS.	Sou	
Ridgery and Dalas Divide	FIRST I		N-Day and Night Telegraph Offices, s-Regular Stop. Y-Wye, B-Bulletins.	and time used b	ted near mile posts It will leave Ridgway of	136 144	A. M.							1					19:4	1 8.40	803	7.40	7.25	7.15	7.00	Lev.Daily A.M.	HIXED	SS. I ST CLASS.	SOUTHWARD.	
llas Divide. und Keyston ance Juncti and Ophir. I Head Allas Divid	FIRST DISTRICT		Night Tele	at right of by trians in	0 and 35. N Rico, withou	14.4	A. M.	9.35	9.16	1	8.82	No.	8.10	-	7.35											Lv. Daily A. M.	MIXED	ASS.		(
	4	INGI	graph (	station	o. 8 will no			66.2	63.6	52.6	49.1	46.7	45.0 D	41.8	37.8 D	32.6	30.2	1	266	22.2	13.3	9.6	7.8	5.2			ES FR			
28.0 28.0 28.0 28.0 28.0 28.0 28.0 28.0	454 Class 47 Class Engines Engines Mixed Mixed	ENGINE RATING, IN		EXPLANATION OF CHARACTERS.  Ag-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.	near mile posts 10 and 35. No. 8 will not leave Placerville until No. 7 leave Ridgway or Rico, without special orders or clearance ticket.	Werage Word		9	(Mp 55)					(Bridge 43 A)							1				#d	STATIO		TIME		
90,100 90,100 90,100 90,100 90,100 90,100	60 Class Engines Freight		X. Turn Table.  - Coal.  - Sop on Signals.	EXPLANATION OF es indicate telegraph call. Firther the same.	il No. 7 arrives. cket. Noel's Gr	and have		RICO -	BURNS	TIZARD HEAD	TROUT LAB	MATTERHORN 24	орнік	AMES	VANCE JUNCTION	WILSON	SAWPIT	FALL CREEK	PLACERVILLE	BROWN	DALLAS DIVIDE	VALLEY VIEW	DETI	HAGENS	RIDGWAY	STATIONS AND SIDINGS	OCT 31, 1909.	TABLE No.		
Dolores and Glencoe.  Glencoe and Millwood.  Marcos and Cima.  Direango and Cima.  Mancos and Millwood  Dolores and Rico.  Ascending grades on Pandora.  Enterprise and Ute branches	SECOND DISTRICT	TONS OF 2,0	5-Scales. S-Scales. 1-Standard Clock.	GHARACTERS	Noel's Grossing, Mile Post 14.6 is a flag stop	rowr	P		20	AD	SE	RN			TION			K	E ST		IDE	W				SIDINGS	909.	No. 53.		
d. Pandor le brans	STRICT	00 P	Box.	ERS.	is a flag	-	2019	Ro	DX.	1	T	1	Ξ 2	Bx 2	M 2	1 80	60	0	P .	4 0	Bx	CR.	0	0	9					
Th. ches		2,000 POUNDS	<b>P</b> 10	and tra	11		L-1		2.6	+	-	-	21.2 s	24.9 1	28.4	33.6	36.0	37.1	39.6	44.0	52.9	56.6	69.0	61.0	66.2		s FRO	D.	1	
145-130 80-85 80-85 80-85 145-130	45% Class Engines Mixed	DS.	Stop for Day (on	in indica	1	157	P. M. A. M. Lv. Daily Lv. Daily	3.66	405	143	4.58	6.09	5.18	5,33	5.45				×   ×	1		11	1	10		Ar. Daily Ar. P. M.	HIXED N			
25-60 120-125 80-85 80 80-85 80 80-85 80 80-85 80 80-85 80 80-85 80 80 80 80 80 80 80 80 80 80 80 80 80	47 Class Engines Mixed		Meals. ly) Telegra	to mileage		200)	L. M. Daily		1			1							9.30	9.50	10.27	110.50	105	111.15	1.30	Ar. Daily A.M.	HIXED	SS.	NORTHWARD	
70-80	60 Class Engines Freight		O-Water. S-Stop for Meals. D-Day (only) Telegraph Offices.	of district		Contract of the last				1																		20CLASS.	WARD.	
						(7.45)	A. M. lev. Daily Except	8.30	1, N. S. A. I			1100	s 11.15	1	12.00	112.37	1 12.53	112,58	s 1.18	1 1.40	2.25	2.55	3.40	1 3.55		Except Sundry P. M.	FREIGHT.	is.		-
			W.					144 s		0 24	Y 28		19	9	Y . 76	27	7	28		0 25	Y 52		18	33	x 118 8		CAPAC NGS, ER &	WYE CO.	OF ES. AL.	100

12.5