The Rio Grande Southern Railroad Company

EMPLOYES TIME TABLE

To Take Effect 12:01 A. M., Sunday, December 19, 1909. STANDARD TIME 105th MERIDIAN

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.

H. W. CLAPKE,
Second Vice-President and General Manager.

C. D. WOLFINGER, Superintendent.

FIRST DISTRICT-Ridgway and Rico

Leave Daily A. M.							Leave Daily Leave Daily	Leave Dail		(66.2)		Arrive Daily	Arrive Daily Arrive Daily P. M. A. M.					ully	Arrive Daily
8.30							STEE	3,58	220	D RICO Ro	66.2	9.40						0	4.45
f 8.52								f 4.03	2.6	BURNS	63.6	9.30	1					0	f 4.30
f 9.20	THE PARTY OF THE P	THE R. P. LEWIS CO., LANSING.	The Party of the P	STATE STATE STATES	Name of Street	1.1		f 4.13	5.7	(8) 55) COKE OVENS Bx	60.5	9.20	The same	200	No. of Street, or other Persons	0		8	f 4,13
10.25	To Tales Refaire	to Talled Williams	towall and Toward	tracario alla	4w.117	2		4.48 4.41	13.6	D LIZARD HEAD Hd	52.6	8.50	-	DI	000			000	3.28
f 10.45								f 4.67	17.1	TROUT LAKE Bx	49.1	8.35	-					6	f 2.55
f 11.00								f 5.10	19.5	MATTERHORN	46.7	8.23	h					5	f 2.35
s 11.15								s 5.18	21.2	р орна ні	45.0	8.15	60					6	s 2.15
f 11.40								f 5.88	24.9	(Bridge 43 A) AMES Bx	41.3	7.55	J					0	f 1.40
7.55	7.55	7.55	7.55	7.66	7.55	7.55		5.45	28.4	D VANCE JUNCTION MI	87.8	7.35	6.50	-	200	P Company	Tanana Na	5.5	1.05
8.18 f 12.37	8,13	8.18	8.13	8.13	8.13	8.18	f	1	33.6	WILSON	32.6		f 6.81		The			7	f 12.37
8.20 f 12.53	8.20	8.20	8.20	8.20	8.20	8.20	H ₁		36.0	SAW PIT	30.2	E	f 6.21					6	f 12.25
f 8.24 f 12.58	f 8.24	f 8.24	f 8.24	f 8.24	f 8.24	f 8.24			37.1	FALL CREEK	29.1		f 6.17					8	f 12.18
s 8.36	8.36	8.36	8 8.36	s 8.36	s 8.36	s 8.36			39.6	D PLACERVILLE PV	26.6		s 6.08					0.0	s 11.45 12.05
f 8.58	f 8.53	f 8.53	f 8.58	f 8.53	f 8.53	f 8.53			44.0	BROWN	22.2		f 5.52					0	f 11.20
	f 9.17	f 9.17	f 9.17	f 9.17	f 9.17	f 9.17			50.1	LEOPAR CREEK	16.1		f 5.80					5	f 10.45
9.88 9.80 2.55 2.47	9,33	9.33 9.30	9.33 9.30	9.33 9.30	9.33 9.30	9.33			52.9	DALLAS DIVIDE Bx	13.3		5.20					00	10.20
9.50 f							H		56.6	VALLEY VIEW	9.6	Z	f 4.58					0	f 9.50
10.01 3.40	10.01	10.01	10.01	10.01	10.01	10.01			59.0	DETI	7.3		4.46					8	f 9.28
10.10 f 3.55	10.10	10.10	10.10	10.10	10.10	10.10	H		61.0	HAGENS	5.2		f 4.35					0	f 9.10
10.25	10.25	10.25	10.25	10.25	10.25	10.25			66.2	DI RIDGWAY DS			4.20					0	8.50
Arrive Daily A. M. P. M.	n. M.	nrive Daily	nrive Daily	A. M.	nive Daily	nive Daily	y A	Arrive Daily Arrive Daily P. M. A. M.	мі	STATIONS AND SIDINGS	MILE	A. M.	Leave Daily Leave Daily P. M. A. M.	9.0	0	THE REAL PROPERTY.	10 00 00	ally C =	Leave Daily A. M.
PASSGR 10	8 PASSGR	8 PASSGR	8 PASSGR	8 PASSGR	8 PASSGR	8 PASSGR	170.00	6	LES FRO	December 19, 1909	S FROM	MIXED 5	7 PASSGR		3			ii ii	9 FREIGHT
FIRST CLASS SECOND CLASS			FIRST CLASS	FIRST CLASS	FIRST CLASS	FIRST	-		M RI	Time Table No. 54	RIDG		FIRST CLASS	FIRST		6	SECOND CLASS	SECO	
NORTHWARD	NORTHWARD	NORTHWARD	NORTHWARD	NORTI			- 3		со		WAY				SOUTHWARD	SOUTI			

-														arance.	No Train or Engine will leave Telluride without clearance.	e Telluride	e will leave	or Engine	No Train	
	1	1			100		(0.80)	(0.35)			The state of the s	1	(0.35)	(0.80)	-					
		1		1			eave Daily	Leave Daily Leave Daily		7.8			Arrive Daily Arrive Daily	Arrive Daily			-			
V 109			1			- Author	7.25	7.00		TELLURIDE Do	D TEL	45.1	6.20	7.20			100	100000		
25	1	Div Vil	7				7.29	f 7.04 f	1.4	SAN MIGUEL	SAN	43.7	f 6.15	f 7.15	2	Dies Ca	THE STATE	EB		
10							7.35	f 7.10 f	8.4	KEYSTONE	KB	41.7	f 6.10	f 7.10						
ү 22							7.52	7.32	6.5	ANDERSON	AN	38.6	5.48	6.53						
ү • 75							7.55	7.35	7.3	VANCE JUNCTION MI	D VANCE	37.8	5.45	6.50						
ing T							trrive Daily	Arrive Daily Arrive Daily		AND SIDINGS	AND	М	Leave Dally	Leave Daily						
racksa						State	PASSGR	MIXED I	ILES	STATIONS	ST	ILES RIDG	MIXED MIXED	7 PASSGR						
of Pass- nd Loca- s, Water, yes		This	Timo	WARD	NORTHWARD	souldian P	mo lo on	o lessonia		Time Table No. 54	Time T		IF to no	oikfurg o	D OF SECON	SOUTHWARD FIRST CLASS	SOUTI	Tor		
								H	BRANC		TELLURIDE	TE								
	(0.1.1)				g stop.	4.6 is a flag	Crossing, Mile Post 14.6 is a flag stop.	Crossing,	ce. Noel's	No Train or Engine will leave Ridgway or Rico without clearance.	Ridgway or R	will leave	or Engine	100	Water tanks are located near mile posts 10 and 35.	ar mile pos	ocated nea	anks are k	Water t	
-	A. M.	-					A. M.	1. M.					(2.05)	(2.30)	-	-				(7.55)
	Leave Daily						eave Daily	Leave Daily Leave Daily					Arrive Daily Arrive Daily	Arrive Daily						Arrive Daily
OA	8.30		4			11 2	17.5	3.53	20	RICO Ro	0	66.2	9.40							4.45
	f 8.52							f 4.03	2.6	BURNS	В	63.6	f 9.30							f 4.30
0 0 24	f 9.20	The state of the s	j	1	STATE OF	No. of Persons	-	f 4.18	5.7	COKE OVENS Bx	(N) 55) COK	60.5	f 9.20	- Konsu	0.00		0			f 4.13
Y 28	10.25		E.		2	LIT	- de	4.48	13.6	LIZARD HEAD Hd	D LIZA	52.6	8.50	***************************************	01	200	6			3.20
0	f 10.45							1 4.57	17.1	TROUT LAKE Bx	n TROI	49.1	f 8.35				100			f 2.55
	f 11.00							f 6.10	19.5	MATTERHORN	MAT	46.7	f 8.23							f 2.35
19	s 11.15							8 5.18	21.2	орнів ні	D C	45.0	s 8.15							s 2.15
0	f 11.40							f 5.88	24.9	AMES Bx	(Bridge 43 A)	41.8	f 7.55							f 1.40
5 Y • 75	12.16	At Agent		Series Series	1	4	7.55	5.45	28.4	VANCE JUNCTION MI	D VANCE	37.8	7.35	6.50	No. of Street, or other Persons	100	No. of Concession,	A SUSTIN	Section September	1.05
7 27	f 12.37				H.	-	8.18	1	33.6	WILSON	W	32.6		f 6.81	100	The state of	100			f 12.37
Š	f 12.53		1				8.20	h	36.0	SAW PIT	8.1	30.2	T	f 6.21		No. of Street, or other Persons and the street, or other persons are not all t	1		W.	f 12.25
28	f 12.68		No. of Street, or other Persons and the street, or other persons are also and the street, or other persons are also and the street, or other persons and the street, or other persons are also also and the street, or other persons are also also and the street, or other persons are also also also also also also also also			No.	8.24	F	37.1	FALL CREEK	FAL	29.1		f 6.17						f 12.18
8 Y 42	s 1.13						8.36	S	39.6	PLACERVILLE PV	D PLAC	26.6		s 6.08						s 11.45 12.05
0 0 25	f 1.40				THE THE	THE REAL PROPERTY.	8.53	f	44.0	BROWN	В	22.2		f 5.52						f 11.20
5 12	2.25						9.17	H	50.1	LEOPARD CREEK	TEOD7	16.1		f 5.30						f 10.45
7 Y 52	2.55				-	1	9.33		52.9	DALLAS DIVIDE Bx	DALL.	13.3		5.20						10.20
0 11	f 3.20						9.50	н	56.6	VALLEY VIEW	VALI	9.6		f 4.58		T			***	f 9.50
	3.40						10.01		59.0	DETI		7.3		4.46						f 9.28
1	f 3.55						10.10	H	61.0	HAGENS	н	5.2		f 4.35						f 9.10
x 1188	1.10						1000000		- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	70	0000									

Not Shown in Regular Time Table ADDITIONAL SPURS

,	3	SECOND	TELLURIDE BR.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	n	n	,,		,,,,	"	"	n	FIRST	DISTRICT	LOCATION
160.6	129.2	128.85	47.4	64.7	56.5	55.7	43.9	86.4	85.8	88.0	21.5	17.1	3.0	мпе	ION
BELL'S	BRAYTON	CRENSHAW	PANDORA	WINKFIELD	MURPHY	GALLAGHER	BUTTERFLY	BILK	LIME	VANADIUM	LEONARD	SAM'S	JAY'S	150	NAMES
8.	7.			.00	6.	12.	1.	8.	,0	11.	10.	10.	7.	CAPACITY	CAR
SOUTH END	NORTH END			NORTH END	DISCONNECTED	NORTH END	SOUTH END	SOUTH END	SOUTH END	SOUTH END	NORTH END	SOUTH END	NORTH END	CONNECTIONS	SWITCH

	B. Rico
	B. Telluride
	B. Vance Junction
B. Durango	Placerville
Mancos	B. Ridgway

LOCAL SURGEONS

U. L. ALBERS, Rico. W. O'CONNOR, Chief Surgeon, Denver. HADLEY, Telluride. N. Towers, Ridgway.

H. L. TURRELL, Durango. L. H. CLARK, Mancos.

SPEED TABLE

SP

M. S.	ES 400 80 1	- -	TIME OF	10		PERFORMANCE	MAN	CE	SPEED PER HOUR	1 11	ME OI	P		ERFOR	TIME OF PERFORMANCE
S. M.	SE 1 4 8 4 6 9 1 8 6 1 1	7	UW.	E	1/2 1	MILE	1 M	ILE	HOUR	14		MILE	×		×
15	1400-000-	1	200		ĸ	S.	M.	S.	MILES	Z		S	S. M.	M.	M.
20000000000000000000000000000000000000	10400rec	_		0	80	0	68	0	81	0		29	29 0	0	0
20000000000000000000000000000000000000	400-00-00			080	16	00	88	00	2000	00		3 28	38	00	00
20000000000000000000000000000000000000	1000-100	8		5	7	30	15	00	34	0				26	26
28882828282828282828282828282828282828	100870	4		0	6	0	12	0	35		0	7	7	25 0	25 0
26000000000000000000000000000000000000	-50°	13		08	4 5	10	00	20	36	100	0			25	25
20000000000000000000000000000000000000	159	8		52	00 4	4:	70	30	300	_	00			282	282
20000000000000000000000000000000000000	15			40	000	20	6	40	39		0			23 0	23 0
13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				98	00	400	ло	30	40		00			200	200
20000000000000000000000000000000000000	12			15	221	30	010	0	42		00			22	22
20000000000000000000000000000000000000	13			4 9	910	218	4	37	1 25	_	00	28			20
2332443682828828282828282828282828282828282828	Si i			0 1	10	00	44	0:	47	_	> 0			200	200
20000000000000000000000000000000000000	16	9		8	_	52	00	45	46	_	0			19 0	19 0
2.2.4.3.6.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	17			52	_	46	co	81	47	_	0			19 0	19 0
20000000000000000000000000000000000000	18			18		6	, co	20	48	_	0			18 0	18 0
22 22 22 22 22 23 23 23 23 23 23 23 23 2	200			5.5	_,_	8 2	20 00	0 49	49	_	00			2 2 2	2 2 2
22 2 2 2 3 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4	21			42	_	25	2	51	51	_	0			17 0	17 0
22 2 2 2 2 2 4 8 8 8 8 8 8 8 8 8 8 8 8 8	22			40		21	2	43	01		0			17 0	17 0
28 28 28 28 28 28 28 28 28 28 28 28 28 2	23			389	٠,ـ	160	010	36	200		00			17 0	17 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3			86	۰,	12	101	24	010		00			160	160
224 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	26			34	-	9	2	18	56		0			16 0	16 0
0 81 1 2 2 2 4 0	27			383	.,	6	210	0 13	707		00			150	150
	9	1		81	μ,	221	121	4	59		ò			150	150

SPECIAL RULES AND REGULATIONS.

1. TRAIN WORK.—Trains 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 full carloads 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 local freight. Agents at waystations must hold small lots of freight to load on trains, instead of loading in cars at station. Agents at terminals will transfer and consolidate the contents of lightly loaded cars. Not more than two engines must be coupled to one passenger train. If more power is required, trains must be divided. RIGHTS OF TRAINS-North-Bound Trains have absolute right of track over South-Bound Trains of the same or inferior class. attention must be paid to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to draft gear.

In making tests of brakes, engineers will give full pressure, and every effort must be made by inspectors and trainment to locate and remedy defective or kinked bose, or any leaks in air pipes and connections.

4. Train and engine crews must know so far as lies in their power to

do so, the exact condition of their brake apparatus on the entire train.

5. The engineer 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 obtained before starting. Where in good working order.

2. SPEED OF TRAINS.—Trains must not exceed six miles per hour within the corporate limits of towns or cities, and all trains, when approaching stations where switch engines are employed, must be under full control, expecting to find main line blocked. No train will exceed schedule time on grades exceeding 100 feet per mile. Special passenger trains and light engines must not exceed the schedule time of first-class trains, not extra freight and work trains that of second-class trains.

All trains will reduce speed to six miles per hour over bridge at Lenord, and while passing through the town of Placerville. All second-class and irregular trains will reduce speed to six miles per hour in yard limits at Vance function and kico. All trains will reduce speed to eight miles per phour over bridges between Matterhorn and Ames, and over bridge off, but must be made from engu-helper engine goes with the train. 6. Test of train must not be made from helper engine before it cuts but must be made from engine taking train down grade, unless the

No train will be allowed to leave these stations, until the engineer has been advised by the conductor in person that the train is ready to After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

proceed.

Engineers must be advised by the conductors of the number of cars on which the air is not working; the number of the cars in the train with air properly working; and the total number of cars in the train.

Trainmen must assist in holding passerger trains with hand brakes on cars where the retaining valves are not in proper working order; or other cars in either freight or passerger trains, if found necessary, in order to keep train under perfect control, and be ready to stop the train should have been train under perfect control, and be ready to stop the train should 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 brakes should be set on cars at or near the head end of the train.

3. Members of train crews must look over the air brakes, as well as general condition of the train before leaving Dallas Divide, Telluride, Lizard Head, Milwood and Cima and put same in safe condition before descending the grade. During the test of air but sane in safe condition, and while the air is applied, brakemen will turn up all retaining valves to ascertain their condition, and any found out of order, or any other defect in the air brakes, which can not be promptly regaired, the usual Air Brake Defect Card will be applied to the needle beam of the ear, stating nature of defect. Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. Great care must be exercised to see that there is no snow under the shoes in making the adjustment. Brakemen must try the hand brakes on all the cars before trains leave these stations. Particular

B near Bilk.

The nailing, or use of nails in hose for the purpose of preventing

should be applied. leakage to air brake couplings, should not be practiced, but new hose

12. At least one member of the train crew must be on the rear end of the train in both ascending and descending grades, and a close observance of train made for sliding wheels.

13. Engineers must use every precaution against the parting of trains on heavy grades. In case of trouble with brakes on train in descending grades, the train must be stopped, a full inspection made, and defects remedied where it is possible for the train crew to do so, and report made of same.

14. In the handling of freight trains down Keystone hill and the north side of Dallas Divide, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

15. In case of breaking in two, or any other cause for train line being parted on grades, trainmen will before starting or moving train notify engineers before releasing hand brakes and will test the air as explained in Art. No. 3.

16. Conductors and brakemen in addition to inspecting their train at certain designated points on the line will also take advantage of any stop they make to thoroughly inspect train to ascertain whether or not running gear and brake appliances are in good condition.

18. AIR BRAKES—The air-hose, when not coupled between cars, must be coupled to dummy coupling provided for that purpose. (See Question No. 1, Air-Brake Instructions.) Air-Brakes must be tested on trains before leaving terminal stations, as required by Air-Brake Instructions. When double-headers are run, the air must be coupled to both engines, and forward engineman must operate the air-brake. Fushing engines must always 17. Rio Grande Southern employes will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Railroad.

ward engineman must operate the air-brake. have air-brake coupled. 19. Passengers will not be carried on freight train

F. E. PEAK Chief Di

SECOND DISTRICT = Rico and Durango

	-			(000)		The same of		(6 10)	The County of th	The second second	STATE AND PROPERTY.		(6 10)	(6	water to the day	(0.10)	OF STREET, SECTION	STATISTICS OF STREET
		CONTRACTOR	To the second	Leave Daily		TAKE!		Leave Daily	- Collins	says are	95.9		Arrive Daily P. M.	Aniv P		Arrive Daily	ANDERSON OF THE PARTY OF	Days aduly
°3028	English of	THE PERSON NAMED IN		7.15		ST. St. P. ST.	and -	9.35	11 11 11) Dg		162.1 Dt	3.55			4.55	The second	A STATE OF THE STA
	S CHIEF P	THE PERSON NAMED IN		f 7.87	THE PERSON NAMED IN	TOTAL SALES	100	f 9.47	2.8	Delivery Sol	FRANKLIN	159.3	3.44 1	£ 3		s 4.35	THE PERSON NAMED IN	
Y 0 149				f 7.55				f 9.57	5.0		PORTER	157.1	3.38 1	f s		s 4.20	A RULE OF STREET	Cheminal Inc.
34	THE PERSON	THE ST	Sale talli	f 8.15				f 10.11	7.9	24	PINE RIDGE	154.2	3.28	F 8		f 3.50	mil on the	Harmon Harmon
Y • 87				s 8.55	No.			f 10.42	15.1	NC	UTE JUNCTION	147.0	3.04	15	A Transfer	s 3.20		THE REAL PROPERTY.
0 44	The Park In	-		s 9.10		T. Martin II	A CONTRACTOR OF THE PERSON OF	s 10.48	16.5	н	HESPERUS	145.6 D	2.59 1	£ 2	Harman Con - H	s 3.05		
20				9.40 9.35				11.10	20.9	Bx	CIMA 4.4	141.2	2.42			2.35		
19				f 10.05			TOO	f 11.25	25.6	1	ΣIX	186.5		£ 5		f 2.10		
35				f 10.22				f 11.39	29.2	Bx	(MP 131) GRADY	182.9	2.08 1	1 2		f 1.50		
9	3	TOWAY.	116	f 10.57		STATE OF THE		f 12.09	36.8		MENEFEE	125.3	1.31 1	f 3		f 1.05		
у о 45		10.15	BAN I	11.10				s 12.20	89.6	Мх	MANCOS	122.5 D	1.17 1	8 1		12.20 12.45		100
41		4000	MET SAN	s 11.45		- Chillian		f 12.50	46.5		MILLWOOD	115.6	12.50	1 15		s 11.45		
у 29				f 12.32 12.05				f 1.05	50.3	Bx	GLENCOE	111.8	12.32 I	f 15		f 11.05 11.20		
40	THE BUTT	THE PARTY	LYSTER	f 1.02		H		f 1.32	58.7	4	LOST CANON	103.4	12.04	f 12		10.80		
o y 97		10 mm	AKERT II	1.25		II III STATE		1.56	59.8	Dj	DOLORES	102.3 р	12.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		s 10.15 10.25	38	
40			A CONTRACTOR	f 1.50		NAME OF THE OWNER.		f 2.12	65.8	Mulitedia	STAPLETON	96.3		f 13		f 9.50		
39		ST THE	THEFT	f 2.15				f 2.30	71.9	Bx	RAYMOND	90.2	11.01	£ 1.1		f 9.25	98	1000
35		III S. F.	DIA.	f 2.43		THEFT		f 2.43	76.2		MULDOON	85.9	10.48	f 10	100	f 9.07		
29		S.auh		f 8.15		The second		f 3.00	81.9	К Вх	BEAR OREEK	80.2	10.31	f 10	157	f 8.48	# OF THE	1010
24		20,400	CHOCOLOGICAL CO.	f 3.35		NOVETT I	1 9	f 3.19	87.6		KINGS	74.5	10.12	f 10	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 8.20		100
22		152.4	NAME OF	f 4.10		I COSTO	The second	f 3.30	91.9	SO .	MONTELORES	70.2	9.58	f 8		f 8.02		
3 • ° Y		- dia	P. A. L.	4.35	1	- Howards		3.46	95.9	Ro	RICO	66.2 D	9.45	3		7.45		
Track Scales	No.	Harri	COUNTY.	Arrive Daily P. M.	Ninoes			Arrive Daily P. M.		Ó	STATIONS AND SIDINGS	MILE	Leave Daily A. M.	Leave		Leave Daily A. M.	88	80.5
Capacity s and L Water, ng Statio	manand	-		12 FREIGHT				міхер 8	S FROM	909	December 19, 1909	S FROM	MIXED	IW	O N	FREIGHT	B (4)	
ocatio: Fuel	07-11	CLASS	SECOND			CLASS	FIRST (DUR/	o. 54	Time Table No. 54	RIDO		FIRST CLASS	FIRS	188	SECOND CLASS	S
n of		Nun	Menter 1	NORTHWARD	NORTH				NGO	The same		GWAY			VARD	SOUTHWARD		
							-	-	1	SALES OF PERSONS ASSESSED.	THE RESERVE THE PERSON NAMED IN COLUMN 2 I	-	The same of the same of	The same of the same of the same of	The second secon	A CONTRACTOR OF THE PERSON NAMED IN		

No Train or Engine will leave Rico or Durango without clearance. All trains will leave a registering ticket in box at Franklin. 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, 87 and 131. All trains must be under full control passing yard limit boards at Dolores, Mancos and Durango.

EXPLANATION OF. CHARACTERS

(9.10)

(6.10)

(6.10)

(9.20)

and train indicate mileage of district and time used by trains in passing over the same. Letters at right of station names indicate telegraph call. Figures under each district N-Day and Night Telegradh Offices -Telegraph

f-Sto-S-Regular Stop X-Turn Table B-Bulletins Y-Wye Stop for Meals

#-Standard Clock

D-Day (only) Telegraph Offices

70-80 70-80 145-155 85-95 90-100 90-100

FIRST DISTRICT

ENGINE

RATING

IN TONS

OF

2,000

POUNDS

60 Class Engines Freight 47 Class Engines Mixed s 45 1-2 class Engines Mixed Dolores and Glencoe ...
Glencoe and Millwood
Mancos and Cima ...
Durango and Cima ...
Mancos and Millwood
Dolores and Bioo Ascending grades on Pandora, Enterprise and Ute branches SECOND DISTRICT

60 Class Engines Freight 190-200 115-125 115-125 110-120 116-125 47 Class Engines Mixed 80-85 80-85 80-85 80-85 150-155 45 1-2 class Engines Mixed 145-150 80-85 80-85 80-85 80-85