



RIO GRANDE SOUTHERN RAILROAD

EMPLOYEES' TIME TABLE

No. 48.

To Take Effect at 12:01 O'clock a. m., Sept. 8, 1907.

This Time Table Is for the Guidance of Employees 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 DISTRICT--Rico and Durango.

SOUTHWARD.

NORTHWARD.

TIME TABLE No. 48.
September, 8, 1907.

2 ^d CLASS	1 st CLASS		MILES FROM RIDGWAY.	STATIONS AND SIDINGS	MILES FROM DURANGO.	1 st CLASS.		2 ^d CLASS.		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
	11 FREIGHT Lv. Daily Ex. Sun. A. M.	5 MIXED Lv. Daily A. M.				6 MIXED A. M.	12 FREIGHT A. M.			
7.20	10.00	68.2	D	MONTEPELERS	96.9	2.80	5.35	5.05	Y 0 8	
7.37	10.14	70.2	D	RICO	91.9	2.32	5.05	4.38	144	
7.56	10.29	74.5	D	KEYSTONE	97.6	2.15	4.38	4.08	22	
8.17	10.48	80.2	D	BEAR CREEK	91.9	1.52	4.08	3.38	24	
8.40	11.08	86.9	D	MULLEN	76.2	1.30	3.38	3.16	28	
8.57	11.21	90.2	D	RAYMOND	71.9	1.15	3.16	2.50	35	
9.20	11.40	96.3	D	STAPLETON	65.8	1.25	2.25	2.25	39	
9.50	12.25	102.3	D	DOLORES	58.7	12.10	2.20	1.40	40	
9.56	12.29	103.4	D	LOST CANON	50.3	11.42	1.40	1.17	41	
10.50	1.00	111.8	D	GLENCOE	46.5	11.25	1.17	1.25	29	
11.25	1.17	115.6	D	MILLWOOD	39.6	10.53	1.25	1.35	41	
12.20	1.50	122.5	D	MANCOS	36.8	10.40	1.30	1.30	45	
12.45	2.04	125.3	D	MENEFEE	29.2	10.05	1.30	1.30	18	
1.45	2.40	132.9	MP 131	MESA	25.6	9.50	1.05	1.40	35	
2.15	2.56	136.5	D	DIX	20.9	9.30	1.05	1.15	19	
2.45	3.17	141.2	D	CIWA	16.5	9.33	1.05	1.15	33	
2.50	3.20	142.0	D	HRSPEERUS	15.1	9.00	9.09	8.50	44	
3.38	3.38	145.6	D	UTTE JUNCTION	7.9	8.30	8.00	8.00	37	
4.10	4.10	147.0	D	PINE RIDGE	5.0	8.18	7.40	8.00	34	
4.55	4.20	154.2	D	POPPER	2.8	8.05	7.20	7.20	149	
5.15	4.30	157.1	D	FRANKLIN	7.50	7.50	7.00	7.00	302 1/2	
5.32	4.45	159.3	D	DURANGO						
6.00	4.45	162.1	D							

(10.40) (9.45) (7.00) (10.35)
 No Train or Engine will leave Rico or Durango without special order or clearance ticket. All trains will have a registering ticket in box at Franklin. All Trains and Engines must come to full stop before passing switch to Cole 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 Mancos, Popper and Durango.

TELLURIDE BRANCH.

SOUTHWARD.

NORTHWARD.

TIME TABLE No. 48.
SEPTEMBER 8, 1907.

1 st CLASS.		MILES FROM RIDGWAY.	STATIONS AND SIDINGS	MILES FROM PANDORA.	1 st CLASS.		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.	
7 PSGR. Lv. Daily P. M.	23 MIXED Lv. Daily P. M.				26 MIXED A. M.	8 PSGR. A. M.		
8.40	5.00	37.8	D	VANCE JUNCTION	9.6	7.35	8.05	Y 7
		38.6	D	ANDERSON	8.8			22 Y
		41.7	D	KEYSTONE	5.7	7.10	7.45	10
		43.7	D	SAN MIGUEL	3.7	7.04	7.39	2
		45.1	D	TELLURIDE	2.3	7.00	7.35	100

(0.30) (0.35) (0.35)
 No Train or Engine will leave Telluride without special order or clearance ticket.

1070
1815

Additional Spurs not Shown in Regular Time Table

LOCATION	NAMES	Car Capacity	Switch Connections
District			
First	JAYS	7.	North End
"	SAMTS	10.	South End
"	LEONARD	10.	North End
"	LIME	3.	South End
"	BULK	3.	South End
"	BUTTERFLY	15.	South End
"	GALLAGHER	12.	North End
"	MURPHY	6.	Disconnected
"	WINKFIELD	8.	North End
"	LILLIUM	3.	North End
"	PANDORA	35.	North End
Tellerde Br.			
"	47.4		
Second	DITCHFIELD	5.	South End
"	STONER GREEK	4.	South End
"	HOGG	10.	South End
"	GRADEN	5.	South End
"	GREENHAW		
"	128.35		
"	BRAYTON	7.	North End
"	MAY DAY		
"	141.3		
"	PT. LEWIS	7.	South End
"	148.8		
"	150.0		
"	BRILIS	8.	South End

SPEED TABLE

Speed per Hour	Time of performance			Speed			Time of performance		
	Miles	% Mile	1 Mile	Miles	% Mile	1 Mile	Miles	% Mile	1 Mile
15	4	15	40	3	2	0.58	1	15	1.50
20	3	10	30	2	1	0.52	0	20	1.33
25	2	8	24	1	0.8	0.48	0	15	1.15
30	2	6	20	1	0.6	0.40	0	12	1.00
35	2	5	18	1	0.5	0.36	0	10	0.90
40	2	4	16	1	0.4	0.32	0	8	0.80
45	2	3	14	1	0.3	0.28	0	7	0.75
50	2	3	12	1	0.2	0.24	0	6	0.60
55	2	2	11	1	0.2	0.22	0	5	0.55
60	2	2	10	1	0.2	0.20	0	5	0.50
65	2	2	9	1	0.2	0.18	0	4	0.45
70	2	2	8	1	0.2	0.16	0	4	0.40
75	2	2	8	1	0.2	0.15	0	4	0.38
80	2	2	7	1	0.2	0.14	0	4	0.36
85	2	2	7	1	0.2	0.13	0	4	0.34
90	2	2	7	1	0.2	0.12	0	4	0.33
95	2	2	6	1	0.2	0.11	0	3	0.31
100	2	2	6	1	0.2	0.10	0	3	0.30

REGISTERING STATIONS

- B. Ridgeway
- B. Placerville
- B. Vance Junction
- B. Tellerde
- B. Rico
- B. Dolores
- B. Marcos
- 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.

1. **TRAIN WORK.**—Trains must be made up systematically in station order, which order will be preserved in taking or leaving same. 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 orders having to do with the same direction, conductors must observe the above in loading local freight. Agents at way stations must hold small lots of freight to load on passenger train. If more power is required, trains must be divided. Consolidate the contents of lightly loaded cars. Not more than two engines must be coupled to one passenger train. In more power is required, trains must be divided. Engines are employed must be under full control, except in cases where the engine is used for shunting. No engine shall be used for shunting unless it is equipped with a full complement of lights and signals. Light engines must not exceed the schedule time of first-class trains, nor extra freight and work trains that of second-class trains. Special passenger trains and light engines will reduce speed to six miles per hour in yard limits at Vance Junction and Rico. All trains will reduce speed to eight miles per hour over bridges between San Bernardino and Ames, and will reduce speed to six miles per hour over bridge at Leonard, and while passing through the town of Placerville. All second-class and irregular trains will reduce speed to six miles per hour over the general condition of the train before leaving Dallas Divide, Tellerde, Lizard Head, Millwood and Cima and put same in safe condition before descending the grade. During the test of air brakes at these stations, 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 repaired, inspector will apply the usual Air Brake Defect Card to the defective train in no case under any circumstances. Train travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. Great care must be exercised to pad to all rods and brake connections, brake shoes and levers, key bolts and split keys and to draft gear on all the cars before trains leave these stations. Particular attention must be paid to all rods and brake connections, brake shoes and levers, key bolts and split keys and to draft gear on all the cars before trains leave these stations. Particular attention must be given in making tests of brakes, engineers will give full pressure, and every effort must be made by inspectors and trainmen to locate and remedy defective or kinked hose, or any leaks in air pipes and connections.

2. The engineer must also make an inspection of his air brakes before starting, and every effort must be made by inspectors and trainmen to locate and remedy defective or kinked hose, or any leaks in air pipes and connections. Where locomotives are equipped with water brakes, see that these, also, are in good working order.

3. Test of train must not be made from helper engine before it cuts off, but must be made from engine taking train down grade, unless the helper engine goes with the train.

4. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up, in ready to proceed.

5. Not more than one engine shall be used for shunting, unless it is equipped with a full complement of lights and signals.

6. 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.

7. 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 on cars where the retaining valves are not in proper working order, or other cars in either freight or passenger trains, if found necessary. In order to keep trains under perfect control, and be ready to stop the train should the air fail.

8. The hauling, or use of hails in hose for the purpose of preventing leakage to air brake couplings, and descending grades, should not be practiced, but new hose should be applied.

9. 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.

10. A full inspection made, and defects remedied where it is possible for the trainmen to do so. In case of trouble with brakes on train in descending grades, the train must be stopped, having bridges in the couplings, and under no circumstances will hose having valves in the couplings. All passenger equipment using automatic air must be equipped with hose having valves in the couplings, and under no circumstances will hose having valves in the couplings. All passenger equipment using automatic air must be equipped with hose having valves in the couplings, and under no circumstances will hose having valves in the couplings.

11. 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.

12. 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 that all appliances are in good condition.

13. Rio Grande Southern employees will be forewarned that in case of any accident or delay on the line, the Rio Grande Southern will be held responsible for the same.

14. **AIR BRAKES.**—The air-hose, when not coupled between cars, must be coupled to dummy couplings 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 engine must operate the air-brake. Pushing engines must always have air-brake coupled.

15. **F. E. PEAKE,** Chief Dispatcher.

16. **W. L. MILLER,** Dispatcher.

17. **A. S. MELDRUM,** Chief Superintendent.

18. **C. H. SCHLACKS,** Vice-President.

