



RIO GRANDE SOUTHERN RAILROAD

EMPLOYEES' TIME TABLE

No. 52.

To Take Effect at 12:01 O'clock a. m., Sept. 26, 1909.

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.

Additional Spurs not Shown in Regular Time Table

LOCATION	NAMES	Car Capacity	Switch Connections
District	Mile		
First "	JAY'S 3.0	7.	North End
" "	SAM'S 17.1	10.	South End
" "	LEONARD 21.6	10.	North End
" "	LIME 35.3	8.	South End
" "	BILK 36.4	8.	South End
" "	BUTTERFLY 43.9	15.	South End
" "	GALLAHER 56.7	12.	South End
" "	MURPHY 56.5	6.	Disconnected
" "	WINKERBLD 64.7	8.	North End
" "	ILLIUM 38.2	3.	North End
" "	PANDORA 47.4	36.	
Second			
" "	HOGG 97.2	10.	South End
" "	GREENHAY 116.3	5.	South End
" "	BRAYTON 129.2	7.	North End
" "	MAY DAY 141.9		South End
" "	BELLS 160.6	8.	South End

SPEED TABLE

Speed per Hour			Time of performance			Miles per Hour			Time of performance		
Miles	%	Miles	Miles	%	Miles	Miles	%	Miles	%	Miles	%
1	15	30	60	90	120	31.2	0.39	0.58	1.66		
2	7.5	15	30	45	60	31.2	0.39	0.58	1.66		
3	5	10	20	30	40	31.2	0.39	0.58	1.66		
4	3.75	7.5	15	22.5	30	31.2	0.39	0.58	1.66		
5	3	6	12	18	24	31.2	0.39	0.58	1.66		
6	2.5	5	10	15	20	31.2	0.39	0.58	1.66		
7	2.25	4.5	9	13.5	18	31.2	0.39	0.58	1.66		
8	2	4	8	12	16	31.2	0.39	0.58	1.66		
9	1.8	3.6	7.2	10.8	14.4	31.2	0.39	0.58	1.66		
10	1.67	3.3	6.6	10	13.3	31.2	0.39	0.58	1.66		
11	1.5	3	6	9	12	31.2	0.39	0.58	1.66		
12	1.4	2.8	5.6	8.4	11.2	31.2	0.39	0.58	1.66		
13	1.33	2.67	5.33	8	10.67	31.2	0.39	0.58	1.66		
14	1.25	2.5	5	7.5	10	31.2	0.39	0.58	1.66		
15	1.17	2.33	4.67	7	9.33	31.2	0.39	0.58	1.66		
16	1.1	2.2	4.4	6.6	8.8	31.2	0.39	0.58	1.66		
17	1.03	2.07	4.13	6.2	8.27	31.2	0.39	0.58	1.66		
18	1	2	4	6	8	31.2	0.39	0.58	1.66		
19	0.95	1.9	3.8	5.7	7.6	31.2	0.39	0.58	1.66		
20	0.9	1.8	3.6	5.4	7.2	31.2	0.39	0.58	1.66		

REGISTERING STATIONS

B. Ridgeway
B. Placerville
B. Vance Junction
B. Telluride
B. Dolores

B. Mancoos
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. TRAINS WORK.—Trains must be made up systematically in station order, which order will be preserved in making or leaving cars. In loading freight, it must be for the purpose of loading local freight, and all cars loaded and occupy the remaining number of cars required, irrespective of other cars, having to go empty in the same direction. Conductors must observe the consolidate the contents of lightly loaded cars. Not more than two small lots of freight to load on trains. Instead of loading in cars at station. Agents at terminals will transfer and re-empload, must be under full control, expediting to their train line blocked. No train will exceed schedule time on grades exceeding 100 feet per mile. Special passenger trains and light. All trains 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 bridge between San Bernardino and Ames, and over bridge at H near Hill.

2. Members of train crews must look over the air brakes, as well as the general condition of the train before leaving Dallas Divide, Telluride, Lizard Head, Millwood and Gina and into their condition, and any found defective, must be repaired before starting. During the rest of air brakes at these stations, and while the air is applied, brakeman will turn up all retaining valves to secure needed beam of the car, stalling nature of defect. Piston travel not in the air brakes, which can not be promptly repaired, inspector will apply the usual Air Brake Defect Card to the car, and see that there is no snow under the shoes in making the adjustment. Brakeman must try the hand brake on all the cars before train leaves these stations. Particular attention must be paid to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to dead gear.

3. 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.

4. The engine crew must make an inspection of his air brake apparatus, to see that it is in good condition, and that full pressure is obtained before starting. Where locomotives are equipped with water brakes, see that these, also, are in good working order.

5. After brakes have been released, the engine crew must see that the train starts from these stations, retarder must be turned up.

6. No train will be allowed to leave these stations, until the engine crew has ascertained the number of the cars in the train that the train is ready to proceed.

7. 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 which air properly working; and the total number of cars in the train.

8. Trainmen must assist in holding passenger trains with hand brakes, or cars whose retaining valves are not in proper working order; or other cars in either freight or passenger trains. If found necessary, in order to prevent the possibility of preventing leakage to air brake couplings, should not be practiced, but new hose should be applied.

9. The mainline, or use of trains in hose for the purpose of preventing leakage to air brake couplings, should not be practiced, but new hose should be applied.

10. The engine crew must be on the rear end of the train in both ascending and descending grades, and a close observation of train made for sliding wheels.

11. Engineers must use every precaution to prevent the possibility of preventing leakage to air brake couplings, and a close observation of train made for sliding wheels.

12. A full inspection made, and defects remedied where it is possible to do so, before starting. In case of trouble with brakes on train in descending grades, the train must be stopped, having brakes in the couplings, and under no circumstances will hose having valves be used to stop the train.

13. All freight train equipment using straight air must be equipped with 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 be used to stop the train.

14. 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 rest the air as explained in Art. No. 3.

15. 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 make certain that all retaining valves are in good condition.

16. Rio Grande Southern employees will be permitted to work on the line only when authorized by the proper authorities. (See Question No. 1, Air-Brake Instructions.)

17. Air-Brakes must be tested on trains before leaving terminal stations, as required by Air-Brake Instructions. When double-headed are run, the air must be coupled to both engines, and forward engineman must operate the air-brake. Pushing engines must always have air-brake coupled.

18. Engines will not be carried on freight trains.

F. E. PEAKE
Chief Dispatcher.

W. L. MILLER,
Dispatcher.

C. D. WOLFINGER,
Superintendent.

C. H. SCHLACKS,
Vice-President.

SECOND DISTRICT--Rico and Durango.

SOUTHWARD. 1ST CLASS. 2ND CLASS.

TIME TABLE No. 52.
SEPT. 26, 1909.

STATIONS AND SIDINGS	MILES FROM DURANGO.		1ST CLASS.		2ND CLASS.		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
	M. A. P. M.	Daily	M. A. P. M.	Daily	M. A. P. M.	Daily	
RICO	95.9	3.20					Y 144
MONTELORES	91.9	2.55					22
KTZ	87.6	2.30					24
BEAR CREEK	81.9	2.00					29
MUDROON	76.2	1.38					35
RAYMOND	71.9	1.16					39
STAPLETON	65.8	1.12.53					40
DOLORES	58.8	1.20.00					O Y 97
LOST ANTON	58.7	1.11.56					40
GLENCOE	50.3	1.11.25					Y 29
MILLWOOD	46.5	1.11.10					41
MANCOS	38.9	1.03.35					Y 0.45
MENEFEE	36.8	1.02.22					18
GRADY	28.2	9.52					35
DIX	25.6	9.38					19
OLMA	20.9	9.20					20
HESPERUS	16.5	8.56					O 44
UTE JUNCTION	15.1	8.45					Y 37
PINE RIDGE	7.9	8.09					34
POKIER	5.0	7.55					Y 0.149
FRANKLIN	2.8	7.43					
DURANGO		7.30					O X 302 8

(7.60) No Train or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a freighter ticket in box at Franklin yard.
 (7.50) All Trains and Engines must come to full stop before passing switch to Cole Owens at Durango, and start look-out kept for South Engines in Durango yard.
 Water Tanks are located at mile posts 75, 87 and 131. All trains must be under full control passing yard limits towards at Mancos, Fort and Durango.

TELLURIDE BRANCH.

SOUTHWARD. 1ST CLASS.

TIME TABLE No. 52.
SEPT. 26, 1909.

STATIONS AND SIDINGS	MILES FROM DURANGO.		1ST CLASS.		2ND CLASS.		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
	M. A. P. M.	Daily	M. A. P. M.	Daily	M. A. P. M.	Daily	
VANCE JUNCTION	9.6						Y 7
ANDERSON	8.8						22 Y
KEYSTONE	5.7						10
SAN MIGUEL	3.7						2
TELLURIDE	2.3						O Y 108

No Train or Engine will leave Telluride without special order of clearance ticket.

FIRST DISTRICT-Ridgeway and Rico.

SOUTHWARD.

NORTHWARD.

TIME TABLE No. 52.

SEPT. 26, 1909.

2 ^o CLASS.	1 st CLASS.		MILES FROM RIDGWAY.	STATIONS AND SIDINGS	MILES FROM RICO.	1 st CLASS.		2 ^o CLASS.	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
	MIXED	lv. Daily A. M.				MIXED	lv. Daily A. M.		
				RIDGWAY					
				HAGENS					
				DEPT					
				VALLEY VIEW					
				DALLAS DIVIDE					
				LEOPARD CREEK					
				BROWN					
				PLAQUEVILLE					
				FALL CREEK					
				SAWYER					
				WILSON					
				VANCE JUNCTION					
				AMERS					
				OPHER					
				MATTEBORN					
				TROUT LAKE					
				LIZARD HEAD					
				COKE OVENS					
				BIJANS					
				RICO					

(200)

(200)

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Ridgeway or Rico, without special orders or clearance ticket. No. 6's Grossing. Mile Post 14.6 is a flag stop.

EXPLANATION OF CHARACTERS.

Fig. Letters at right of station names indicate telegraph call. Figures under each district and train indicate mileage of district and time used by trains in passing over the same.

- N—Day and Night Telegraph Offices.
- X—Turn Table.
- Y—Regular Stop.
- F—Stop on Signals.
- T—Telegraph Box.
- W—Water Stop.
- B—Bulletin.
- S—Standard Clock.
- D—Day (only) Telegraph Offices.

ENGINE RATING, IN TONS OF 2,000 POUNDS.

FIRST DISTRICT	45 1/2 Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight	SECOND DISTRICT	45 1/2 Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight
Ridgeway and Dallas Divide	55-60	55-60	70-80	Dodson and Glenwood	145-160	155-160	100-200
Vance Junction and Keyes	55-60	55-60	70-80	Glennwood and Millwood	80-85	80-85	110-125
Placeville and Vance Junction	110-115	115-120	145-155	Manions and Cima	80-85	80-85	110-125
Vance Junction and Opita	70-80	70-80	85-95	Durango and Cima	80-85	80-85	110-125
Opita and Lizard Head	70-80	70-80	90-100	Durango and Millwood	80-85	80-85	100-200
Opita and Lizard Head	70-80	70-80	90-100	Durango and Rico	150-155	150-155	100-200
Placeville and Dallas Divide	70-80	70-80	90-100	Enterprise and Ute branches	55-60	55-60	70-80