



# RIO GRANDE SOUTHERN RAILROAD.

EMPLOYES' TIME TABLE

## No. 43.

To Take Effect at 12:01 O'clock a. m., June 8, 1904.

**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.**

# FIRST DISTRICT..Ridgway and Rico.

SOUTHWARD.				MILES FROM RIDGWAY.	TIME TABLE No. 43.		MILES FROM RICO.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WHELS, WATER & COAL.
2 <sup>d</sup> CLASS.		1 <sup>st</sup> CLASS.			JUNE 8, 1904.			1 <sup>st</sup> CLASS.		2 <sup>d</sup> CLASS.		
9 FREIGHT.		7 MIXED	5 MIXED		STATIONS AND SIDINGS			6 MIXED	8 MIXED			
Lv. Daily Except Sunday A. M.		Lv. Daily P. M.	Lv. Daily A. M.			Ar. Daily P. M.	Ar. Daily A. M.			Ar. Daily Except Sunday P. M.		
9.10		4.05			D†		9.50			4.45	Y ○ ●	
f 9.35		f 4.18		5.2			f 9.35			f 4.18	x ○ 118	
f 10.03		f 4.40		9.7			f 9.18			f 3.49	○ 33	
10.35		4.57								3.30	Y 52	
10.45		5.00		13.3	□		9.03			3.20	○ 25	
f 10.58		f 5.08		16.1			f 8.48			f 2.55	○ 28	
f 11.30		f 5.30		22.2			f 8.22			f 2.05	○ 25	
s 11.55		s 5.45		26.6	D		s 8.05			s 1.40	Y 42	
f 12.07		f 5.53		29.1			f 7.57			f 1.28	○ 28	
f 12.12		f 5.56		30.2			f 7.53			f 1.23	○ 7	
f 12.23		f 6.03		32.6			f 7.45			f 1.12	○ 27	
12.50		6.20	7.50	37.8	D		7.30			12.50	Y ●	
1.25							4.48			12.25	○ 75	
f 1.50			f 8.07	41.3	□ (Bridge 43 A)		f 4.35			f 12.07	○ 9	
s 2.25		s 8.25	s 8.25	45.0	D		s 4.21			s 11.47	○ 19	
f 2.43		f 8.35	f 8.35	46.7			f 4.11			f 11.35	○ 22	
f 3.02		f 8.47	f 8.47	49.1	□		f 4.01			f 11.22	○ 28	
3.30			9.05	52.6	□		3.48			11.05	Y 28	
3.45			9.10				3.45			10.55	○ 24	
f 4.30		f 9.36	f 9.36	60.5	□ (Mp 55)		f 3.15			f 10.02	○ 31	
f 4.45		f 9.46	f 9.46	63.6			f 3.05			f 9.46	○ 31	
5.00			9.55	66.2	D		2.55			9.20	Y ○ ●	
P. M. Ar. Daily Except Sunday		P. M. Ar. Daily	A. M. Ar. Daily				P. M. Lv. Daily	A. M. Lv. Daily		A. M. Lv. Daily Except Sunday	○ ● 144	
(7.50)		(2.15)	(2.05)				(1.53)	(2.20)		(7.25)		

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

## EXPLANATION OF CHARACTERS.

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.      | □—Telegraph Box.    | ○—Water.                        |
| S—Regular Stop.                    | ●—Coal.            | ○—Scales.           | †—Stop for Meals.               |
| Y—Wye.                             | f—Stop on Signals. | +26—Standard Clock. | D—Day (only) Telegraph Offices. |
| B—Bulletins.                       |                    |                     |                                 |

## ENGINE RATING, IN TONS OF 2,000 POUNDS.

FIRST DISTRICT	45½ Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight	SECOND DISTRICT	45½ Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight
Ridgway and Dallas Divide.....	40	40	82	Dolores and Glencoe.....	115	115	208
Vance Junction and Keystone.....	40	40	82	Glencoe and Millwood.....	82	82	125
Placerville and Vance Junction.....	60	60	106	Mancos and Clma.....	82	82	125
Vance Junction and Ophir.....	60	60	106	Durango and Clma.....	82	82	125
Ophir and Lizard Head.....	60	60	112	Mancos and Millwood.....	82	82	125
Rico and Lizard Head.....	60	60	112	Dolores and Rico.....	115	115	208
Placerville and Dallas Divide.....	60	60	112	Ascending grades on Pandora, Enterprise and Ute branches....	48	48	82

# SECOND DISTRICT--Rico and Durango.

SOUTHWARD.				TIME TABLE No. 43.				NORTHWARD.			
2D CLASS		1ST CLASS		MILES FROM RIDGWAY.	STATIONS AND SIDINGS	MILES FROM DURANGO.	1ST CLASS.		2D CLASS.		CAR CAPACITY OF SIDINGS, WYTES, WATER & COAL.
11 FREIGHT Lv. Daily Ex. Sun. A. M.		5 MIXED Lv. Daily A. M.					6 MIXED Ar. Daily P. M.		12 FREIGHT Ar. Daily Ex. Sun. P. M.		
	7.30	10.05	66.2	D	RICO	Ro	95.9	2.45	4.10		Y O ● 144
f	7.47	10.18	70.2		MONTELORES		91.9	f 2.25	f 3.45		22
f	8.05	10.32	74.5		KINGS		87.6	f 2.05	f 3.20		24
f	8.27	10.51	80.2	□	BEAR CREEK	Bx	81.9	f 1.40	f 2.50		29
f	8.50	11.11	85.9		MULDOON		76.2	f 1.16	f 2.20		35
f	9.07	11.27	90.2	□	RAYMOND	Bx	71.9	f 12.58	f 1.57		39
f	9.30	11.46	96.3		STAPLETON		65.8	f 12.32	f 1.32		40
s	10.15	12.15 12.40	102.3	D	DOLORES	Dj	59.8	f 12.15 11.50	1.05 12.40		97 O Y
f	10.20	12.44	103.4		LOST CANON		58.7	f 11.45	f 12.30		40
s	11.15	1.15	111.8	□	GLENCOE	Bx	50.3	f 11.15	f 11.55		Y 29
s	11.35	1.35	115.6		MILLWOOD		46.5	f 11.00	s 11.35		41
f	12.10	s 2.05	122.5	D	MANCOS	Mx	39.6	s 10.30	11.00		Y O 45
f	12.30	f 2.18	125.3		MENEFEE		36.8	f 10.18	f 10.40		18
f	1.15	f 2.52	132.9	□ MP 131	MESA	Bx	29.2	f 9.47	f 10.07		35
f	1.35	f 3.06	136.5		DIX		25.6	f 9.33	f 9.50		19
	1.55	3.24	141.2	□	CIMA	Bx	20.9	9.15 9.12	9.30 9.25		33
s	2.25	f 3.44	145.6	D	HESPERUS	Hf	16.5	s 8.52	s 8.52		O 44
s	2.40	f 3.51	147.0		UTE JUNCTION		15.1	f 8.43	s 8.30		Y ● 37
f	3.10	f 4.17	154.2		PINE RIDGE		7.9	f 8.15	f 7.55		34
s	3.45	f 4.28	157.1		PORTER		5.0	f 8.03	s 7.40		Y O 149
s	4.05	f 4.35	159.3		FRANKLIN		2.8	f 7.53	s 7.15		
	4.30	4.50	162.1	D †	DURANGO	Dg		7.40	7.00	5.40 4.55	O X 302
	P. M. Ar. Daily Ex. Sun.	P. M. Ar. Daily			95.9			(7.05) Lv. Daily	(9.10) Ar. Daily Ex. Sun		

No Train or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at Ute Junction. 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 Mancos, Porter and Durango.

## TELLURIDE BRANCH.

SOUTHWARD.				TIME TABLE No. 43.				NORTHWARD.			
1ST CLASS.		1ST CLASS.		MILES FROM RIDGWAY.	STATIONS AND SIDINGS	MILES FROM PANDORA.	1ST CLASS.		1ST CLASS.		CAR CAPACITY OF SIDINGS, WYTES, WATER & COAL.
7 MIXED Lv. Daily P. M.		25 MIXED Lv. Daily P. M.					26 MIXED Ar. Daily A. M.		8 MIXED Ar. Daily A. M.		
	6.20	4.50	37.8	D	VANCE JUNCTION	Mi	9.6	7.50	7.30		Y ● 75
			38.6		ANDERSON		8.8				22 Y
f	6.40	f 5.15	41.7		KEYSTONE		5.7	f 7.29	f 7.09		10
f	6.45	f 5.20	43.7		SAN MIGUEL		3.7	f 7.24	f 7.04		25
	6.50	5.25	45.1	D	TELLURIDE	Do	2.3	7.20	7.00		O Y 109
	P. M. Ar. Daily	P. M. Ar. Daily			7.3			A. M. Lv. Daily	A. M. Lv. Daily		
	(6.30)	(6.35)						(6.30)	(6.30)		

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

**ADDITIONAL SPURS NOT SHOWN IN REGULAR TIME TABLE.**

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT.	MILE			
First	3.0	JAY'S	7.	North End
"	17.1	SAM'S	10.	South End
"	21.5	LEONARD	10.	North End
"	34.3	KOEN	3.	Disconnected
"	35.3	LIME	3.	South End
"	36.4	BLK	8.	South End
"	43.9	BUTTERFLY	15.	South End
"	53.8	RICE'S	4.	North End
"	55.7	GALLAGHER	12.	North End
"	56.5	MURPHY	6.	North End
"	59.3	LONG	5.	Disconnected
"	64.7	WINKFIELD	8.	North End
Telluride Br.	38.2	ILLIUM	5.	North End
"	47.4	PANDORA	38.	
Second	97.2	HOGG	10.	South End
"	97.3	RUST	3.	North End
"	116.3	GRADEN	15.	South End
"	129.2	BRAYTON	7.	North End
"	145.9	CUNNINGHAM	14.	South End
"	148.8	FT. LEWIS	7.	South End
"	160.6	BEL'S	37.	South End

**SPEED TABLE.**

Speed per Hour.	Time of performance				Speed per Hour.	Time of performance			
	¼ Mile.	½ Mile.	¾ Mile.	1 Mile.		¼ Mile.	½ Mile.	¾ Mile.	1 Mile.
1	Miles.	M. S.	M. S.	M. S.	Miles.	M. S.	M. S.	M. S.	
2	15	30	30	60	2	0 29	0 58	1 56	
3	4	7 30	10	30	3	0 28	0 56	1 52	
4	3	45	7 30	15	4	0 27	0 54	1 49	
5	3	0	6 0	12	5	0 26	0 53	1 45	
6	2	30	5 0	10	6	0 25	0 51	1 42	
7	2	8	4 17	8 34	7	0 24	0 50	1 40	
8	1	52	3 45	7 30	8	0 23	0 48	1 37	
9	1	40	3 0	6 40	9	0 23	0 47	1 34	
10	1	30	3 0	6 0	10	0 22	0 45	1 30	
11	1	21	2 43	5 27	11	0 21	0 43	1 27	
12	1	15	2 30	5 0	12	0 21	0 42	1 25	
13	1	9	2 18	4 37	13	0 20	0 41	1 23	
14	1	4	2 8	4 17	14	0 20	0 40	1 21	
15	1	0	2 0	4 0	15	0 20	0 40	1 20	
16	0	56	1 52	3 45	16	0 19	0 39	1 18	
17	0	52	1 46	3 31	17	0 19	0 38	1 16	
18	0	50	1 40	3 20	18	0 18	0 37	1 15	
19	0	47	1 34	3 9	19	0 18	0 36	1 13	
20	0	45	1 30	3 0	20	0 18	0 36	1 12	
21	0	42	1 25	2 51	21	0 17	0 35	1 10	
22	0	40	1 21	2 43	22	0 17	0 34	1 9	
23	0	39	1 18	2 36	23	0 17	0 34	1 7	
24	0	37	1 15	2 30	24	0 16	0 33	1 6	
25	0	36	1 12	2 24	25	0 16	0 32	1 5	
26	0	34	1 9	2 18	26	0 16	0 32	1 4	
27	0	33	1 6	2 13	27	0 15	0 31	1 3	
28	0	32	1 4	2 8	28	0 15	0 31	1 2	
29	0	31	1 2	2 4	29	0 15	0 30	1 1	
30	0	30	1 0	2 0	30	0 15	0 30	1 0	

**REGISTERING STATIONS**

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

**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.**

- 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 way stations 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.
- 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 or grades exceeding 100 feet per mile. Special passenger trains and light engines must not exceed the schedule time of first-class trains, nor extra freight and work trains that of second-class trains. All trains 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 in yard limits at Vance Junction and Rico. All trains will reduce speed to eight miles per hour over bridges between San Bernardo and Ames, and over bridge 37 B near Bilk.
- 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 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 needle beam of the car, 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. Brakeman must try the hand brakes 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.
- 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.
- 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.
- 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 locomotives are equipped with water brakes, see that these, also, are in good working order.
- Test of trains must 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.
- After brakes have been released on passenger cars, and before trains start from these stations, stainers must be turned up.
- 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 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 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. Trainmen must assist in 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 trains, if found necessary, in order to keep train under perfect control, and be ready to stop the train should the air fail.
- The nailing, or use of nails in hose for the purpose of preventing leakage to air brake couplings, should not be practiced, but new hose should be applied.
- 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.
- Engineers must use every precaution against the parting of trains on heavy grades. In case of trouble with brakes on a 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.
- 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 bridges in the couplings and no clearance with hose having valves in the couplings.
- In the handling of freight trains down Keystone hill and the north side of Dallas Divide, but (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.
- 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.
- 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.
- Rio Grande Southern employees will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Railroad.
- 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.) Straight air will be used on Mixed and Freight Trains. 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. Pushing engines must always have air-brake coupled.
- Passengers will not be carried on freight trains.

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

**A. S. MELDRUM,**  
Superintendent.

**WM. COUGHLIN,**  
Gen'l. Superintendent.

**J. A. EDSON,**  
Manager.

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