The Rio Grande Southern Railroad Company

EMPLOYES' TIME TABLE

59

To Take Effect 12:01 A. M., Thursday, August 15, 1912.

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.

E. L. BROWN,
Vice-President and General Manager.

W. D. LEE,
General Superintendent.

C. D. WOLFINGER,
Superintendent.

Imprint: The Ridgway Sun

FIRST DISTRICT—RIDGWAY AND RICO

SOUTHWARD

SECOND CLASS	FIRST CLASS		MILES FROM RIDGWAY	Time Table No. 59 August 15, 1912 STATIONS AND SIDINGS		MILES FROM RICO	NORTHWARD FIRST CLASS		SECOND CLASS	Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
9 FREIGHT	7 PASSGR	5 MIXED					6 MIXED	8 PASSGR	10 FREIGHT	
Leave Daily A. M.	Leave Daily P. M.	Leave Daily A. M.					Arrive Daily P. M.	Arrive Daily A. M.	Arrive Daily P. M.	
9.20	4.20			D RIDGWAY Ds		66.2		10.30	3.25	Y ○ ● x 118
				5.2						
9.45	f 4.35		5.2	HAGENS		61.0		f 10.15	3.00	33
				2.1						
10.06	4.46		7.3	DETI		58.9		10.06	2.46	13
				2.3						
10.30	f 4.58		9.6	VALLEY VIEW		56.6		f 9.55	2.30	11
				3.7						
11.05	5.20							9.38	2.10	
11.10	5.23		13.3	□ DALLAS DIVIDE Bx		52.9		9.35	2.05	Y 52
				2.8						
11.27	f 5.30		16.1	LEOPARD CREEK		50.1		f 9.22	1.35	12
				6.1						
11.59	f 5.52		22.2	BROWN		44.0		f 8.58	12.50	○ 25
				4.4						
12.25	s 6.08		26.6	D PLACERVILLE Pv		39.6		s 8.41	12.25	Y 42
1.00									11.55	
				2.5						
1.13	f 6.17		29.1	FALL CREEK		37.1		f 8.29	11.40	7
				1.1						
1.20	f 6.21		30.2	SAW PIT		36.0		f 8.25	11.34	7
				2.4						
1.38	f 6.31		32.6	WILSON		33.6		f 8.18	11.21	27
				3.8						
2.05	6.46		36.4	BILK		29.8		8.04	11.00	15
				1.4						
2.15	6.50	7.35	37.8	D VANCE JUNCTION Mi		28.4	5.20	8.00	10.50	Y ● 75
2.35									10.30	
				3.5						
3.00		f 7.55	41.3	□ (Bridge 43 A) AMES Bx		24.9	f 5.08		10.07	○ 5
				3.7						
3.35		s 8.15	45.0	D OPHIR Hi		21.2	s 4.52		9.43	19
				1.7						
4.05		f 8.23	46.7	MATTERHORN		19.5	f 4.44		9.30	22
				2.4						
4.30		f 8.35	49.1	□ TROUT LAKE Bx		17.1	f 4.30		9.15	○ 28
				3.5						
5.00		8.50					4.17		8.55	
5.05		8.52	52.6	□ LIZARD HEAD Bx		13.6	4.15		8.50	Y 28
				3.1						
5.22		9.05	55.7	□ (No 55) GALLAGHERS Bx		10.5	4.01		8.28	12
				4.8						
5.50		f 9.20	60.5	COKE OVENS		5.7	f 3.47		7.42	○ 24
				3.1						
6.10		f 9.32	63.6	BURNS		2.6	f 3.35		7.20	31
				2.6						
6.30		9.52	66.2	D RICO Ro			3.15		7.00	Y ○ ● 144
Arrive Daily P. M.	Arrive Daily P. M.	Arrive Daily A. M.		(66.2)			Leave Daily P. M.	Leave Daily A. M.	Leave Daily A. M.	
(9.10)	(2.30)	(2.17)					(2.05)	(2.30)	(8.25)	

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

TELLURIDE BRANCH

SOUTHWARD FIRST CLASS		MILES FROM RIDGWAY	Time Table No. 59 August 15, 1912 STATIONS AND SIDINGS		MILES FROM TELLURIDE	NORTHWARD FIRST CLASS		Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Wyes
7 PASSGR	25 MIXED					26 MIXED	8 PASSGR	
Leave Daily P. M.	Leave Daily P. M.					Arrive Daily A. M.	Arrive Daily A. M.	
6.50	5.20	37.8	D VANCE JUNCTION Mi		7.3	7.35	8.00	Y ● 75
			.8					
6.53	5.27	38.6	ANDERSON		6.5	7.28	7.55	Y 22
			3.1					
f 7.10	f 5.45	41.7	KEYSTONE		3.4	f 7.10	f 7.40	10
			2.0					
f 7.15	f 5.50	43.7	SAN MIGUEL		1.4	f 7.04	f 7.34	25
			1.4					
7.20	5.55	45.1	D TELLURIDE Do			7.00	7.30	Y 109 ○
Arrive Daily P. M.	Arrive Daily P. M.		7.3			Leave Daily A. M.	Leave Daily A. M.	
(0.30)	(0.35)					(0.35)	(0.30)	

No Train or Engine will leave Telluride without clearance.

ADDITIONAL SPURS

Not Shown in Regular Time Table

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT	MILE			
FIRST	3.0	JAY'S	7.	NORTH END
"	14.6	NOEL'S	3.	SOUTH END
"	17.1	SAM'S	10.	SOUTH END
"	21.5	LEONARD	10.	NORTH END
"	33.0	VANADIUM	13.	SOUTH END
"	35.3	LIME	3.	SOUTH END
"	43.9	BUTTERFLY	15.	SOUTH END
"	54.4	SNOW	4.	NORTH END
"	56.5	MURPHY	6.	NORTH END
"	64.7	WINKFIELD	8.	NORTH END
TELLURIDE BR.	38.2	ILIUM	1.	NORTH END
"	47.4	PANDORA		
SECOND	118.9	LONGS	6.	SOUTH END
"	123.35	CRENSHAW		DISCONNECTED
"	124.57	BUCKLEY'S	5.	NORTH END
"	129.2	BRAYTON	7.	NORTH END
"	141.9	MAY DAY		SOUTH END
"	160.6	BELL'S	8.	SOUTH END

REGISTERING STATIONS

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

LOCAL SURGEONS

J. W. O'CONNOR, Chief Surgeon, Denver.
G. N. TOWERS, Ridgway.
E. HADLEY, Telluride.
U. L. ALBERS, Rico.
G. E. NEWELL, Dolores.
L. H. CLARK, Mancos.
H. L. TURRELL, Durango.

SPEED TABLE

SPEED PER HOUR	TIME OF PERFORMANCE						SPEED PER HOUR	TIME OF PERFORMANCE					
	¼ MILE		½ MILE		1 MILE			¼ MILE		½ MILE		1 MILE	
MILES	M.	S.	M.	S.	M.	S.	MILES	M.	S.	M.	S.	M.	S.
1	15	0	30	0	60	0	31	0	29	0	58	1	56
2	7	30	15	0	30	0	32	0	28	0	56	1	52
3	5	0	10	0	20	0	33	0	27	0	54	1	49
4	3	45	7	30	15	0	34	0	26	0	53	1	45
5	3	0	6	0	12	0	35	0	25	0	51	1	42
6	2	30	5	0	10	0	36	0	25	0	50	1	40
7	2	8	4	17	8	34	37	0	24	0	48	1	37
8	1	52	3	45	7	30	38	0	23	0	47	1	34
9	1	40	3	20	6	40	39	0	23	0	46	1	32
10	1	30	3	0	6	0	40	0	22	0	45	1	30
11	1	21	2	43	5	27	41	0	21	0	43	1	27
12	1	15	2	30	5	0	42	0	21	0	42	1	25
13	1	9	2	18	4	37	43	0	20	0	41	1	23
14	1	4	2	8	4	17	44	0	20	0	40	1	21
15	1	0	2	0	4	0	45	0	20	0	40	1	20
16	0	56	1	52	3	45	46	0	19	0	39	1	18
17	0	52	1	46	3	31	47	0	19	0	38	1	16
18	0	50	1	40	3	20	48	0	18	0	37	1	15
19	0	47	1	34	3	9	49	0	18	0	36	1	13
20	0	45	1	30	3	0	50	0	18	0	36	1	12
21	0	42	1	25	2	51	51	0	17	0	35	1	10
22	0	40	1	21	2	43	52	0	17	0	34	1	9
23	0	39	1	18	2	36	53	0	17	0	34	1	7
24	0	37	1	15	2	30	54	0	16	0	33	1	6
25	0	36	1	12	2	24	55	0	16	0	32	1	5
26	0	34	1	9	2	18	56	0	16	0	32	1	4
27	0	33	1	6	2	13	57	0	15	0	31	1	3
28	0	32	1	4	2	8	58	0	15	0	31	1	2
29	0	31	1	2	2	4	59	0	15	0	30	1	1
30	0	30	1	0	2	0	60	0	15	0	30	1	0

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 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.

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, nor 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 Junction and Rico. All trains will reduce speed to eight miles per hour over bridges between Matterhorn and Ames.

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, 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, the usual Air Brake Defect Card will be applied 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. Brakemen 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.

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 locomotives are equipped with water brakes, see that these, also, are in good working order.

6. 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.

7. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

8. 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.

9. 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.

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.

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.

11. 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.

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.

17. Rio Grande Southern employes will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Railroad.

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. Pushing engines must always have air-brake coupled.

19. Passengers will not be carried on freight trains.

F. E. PEAKE,
Chief Dispatcher.

SECOND DISTRICT—RICO AND DURANGO

SOUTHWARD								Time Table No. 59 August 15, 1912		NORTHWARD						
SECOND CLASS				FIRST CLASS						FIRST CLASS				SECOND CLASS			
			11 FREIGHT				5 MIXED	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM DURANGO	6 MIXED				12 FREIGHT			Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
			Leave Daily A. M.				Leave Daily A. M.				Arrive Daily P. M.				Arrive Daily P. M.			
			7.15				10.00	66.2	D RICO Ro	95.9	3.10				5.45			300 ● ○ Y 144
									4.0									
			7.45				f 10.21	70.2	MONTELORES	91.9	f 2.48				5.15			22
									4.3									
			8.10				f 10.40	74.5	KINGS	87.6	f 2.30				4.45			24
									5.7									
			8.43				f 11.00	80.2	□ BEAR CREEK Bx	81.9	f 2.10				4.10			29
									5.7									
			9.15				f 11.20	85.9	MULDOON	76.2	f 1.50				3.35			35
									4.3									
			9.35				f 11.35	90.2	□ RAYMOND Bx	71.9	f 1.35				3.10			39
									6.1									
			10.02				f 11.52	96.3	STAPLETON	65.8	f 1.17				2.40			40
									6.0									
			10.30 10.45				¶ 12.10 12.30	102.3	D DOLORES Dj	59.8	¶ 1.00 12.40				2.10 1.50			○ Y 97
									1.1									
			10.50				f **12.35**	103.4	LOST CANON	58.7	f **12.35**				1.45			40
									8.4									
			11.45 **12.10**				f **1.05**	111.8	□ GLENCOE Bx	50.3	f **12.10**				**1.05** 1.00			Y 29
									3.8									
			12.35				f 1.20	115.6	MILLWOOD	46.5	f 11.55				**12.35**			41
									6.9									
			1.05 1.15				s 1.47	122.5	D MANCOS Mx	39.6	s 11.25				11.45			Y ○ 45
									2.8									
			1.35				f 2.01	125.3	MENEFEE	36.8	f 11.14				11.24			9
									7.6									
			2.38				f **2.38**	132.9	□ (MP 131) GRADY Bx	29.2	f 10.46				10.52			35
									3.6									
			3.03				f 2.52	136.5	DIX	25.6	f **10.34**				**10.34**			19
									4.7									
			3.30				3.10 3.12	141.2	□ CIMA Bx	20.9	10.20 10.18				10.10			20
									4.4									
			4.00				f 3.29	145.6	D HESPERUS Hf	16.5	s 10.01				9.40			○ 44
									1.4									
			4.25				f 3.34	147.0	UTE JUNCTION	15.1	f 9.55				9.30			Y ● 37
									7.2									
			5.05				f 3.58	154.2	PINE RIDGE	7.9	f 9.24				8.41			34
									2.9									
			5.22				f 4.08	157.1	PORTER	5.0	f 9.10				8.15			149
									2.2									
			5.36				f 4.14	159.3	FRANKLIN	2.8	f 9.01				7.55			
									2.8									
			5.50				4.25	162.1	D: DURANGO Dg		8.50				7.35			○ X 302 §
			Arrive Daily P. M.				Arrive Daily P. M.		95.9		Leave Daily A. M.				Leave Daily A. M.			
			(10.35)				(6.25)				(6.20)				(10.10)			

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, Glencoe, Mancos and Durango.

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
- S—Regular Stop
- Y—Wye
- B—Bulletins
- X—Turn Table
- ●—Coal
- f—Stop on Signals
- □—Telegraph Box
- §—Scales
- ‡—Standard Clock
- ○—Water
- ¶—Stop for Meals
- D—Day (only) Telegraph Offices

ENGINE RATING IN TONS OF 2,000 POUNDS

FIRST DISTRICT	60 Class Engines Freight	47 Class Engines Mixed	45½ class Engines Mixed	SECOND DISTRICT	60 Class Engines Freight	47 Class Engines Mixed	45 1-2 class Engines Mixed
Ridgway and Dallas Divide	85	60	60	Dolores and Glencoe	215	160	150
Vance Junction and Keystone	85	60	60	Glencoe and Millwood	135	85	85
Placerville and Vance Junction	165	120	115	Mancos and Cima	135	85	85
Vance Junction and Ophir	105	80	80	Durango and Cima	135	85	85
Ophir and Lizard Head	112	80	80	Mancos and Millwood	135	85	85
Rico and Lizard Head	112	80	80	Dolores and Rico	215	155	150
Placerville and Dallas Divide	112	80	80	Ascending grades on Pandora, Enterprise and Ute branches,	85	60	60