

# The Rio Grande Southern Railroad Company

# EMPLOYEES' TIME TABLE

To Take Effect 12.01 A. M., Sunday, December 29, 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.

# FIRST DISTRICT - RIDGWAY AND RICO

## SOUTHWARD

## NORTHWARD

SECOND CLASS		FIRST CLASS		MILES FROM RIDGWAY		Time Table No. 60 December 29, 1912		STATIONS AND SIDINGS		MILES FROM RICO		FIRST CLASS		SECOND CLASS	
9	7	5	5	7	7	6	8	8	10	10	10	10	10	10	10
FREIGHT Leave Daily A. M.	PASSGR Leave Daily P. M.	MIXED Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily P. M.	MIXED Leave Daily P. M.	MIXED Leave Daily P. M.	PASSGR Leave Daily A. M.	PASSGR Leave Daily A. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.	FREIGHT Leave Daily P. M.
	9.20		4.20		4.20										
	9.45		4.35		4.35										
	10.06		4.46		4.46										
	10.30		4.58		4.58										
	11.05		5.20		5.20										
	11.10		5.23		5.23										
	11.27		5.30		5.30										
	11.59		5.52		5.52										
	12.25		6.08		6.08										
	1.00		6.17		6.17										
	1.13		6.21		6.21										
	1.20		6.31		6.31										
	1.38		6.46		6.46										
	2.05		8.15		8.15										
	2.15		8.16		8.16										
	2.35		8.35		8.35										
	3.00		8.55		8.55										
	3.35		9.08		9.08										
	4.08		9.15		9.15										
	4.30		9.30		9.30										
	5.00		9.32		9.32										
	5.05		9.45		9.45										
	5.22		10.00		10.00										
	5.50		10.06		10.06										
	6.04		10.20		10.20										
	6.20		8.15		8.15										
	6.20		8.35		8.35										
	6.20		8.55		8.55										
	6.20		9.08		9.08										
	6.20		9.15		9.15										
	6.20		9.30		9.30										
	6.20		9.32		9.32										
	6.20		9.45		9.45										
	6.20		10.00		10.00										
	6.20		10.06		10.06										
	6.20		10.20		10.20										

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

### TELLURIDE BRANCH

#### SOUTHWARD

#### FIRST CLASS

#### MIXED

#### FIRST CLASS

#### NORTHWARD

SOUTHWARD		FIRST CLASS		MIXED		FIRST CLASS		NORTHWARD	
7	25	26	8	26	8	26	8	26	8
PASSGR Leave Daily P. M.	MIXED Leave Daily P. M.	MIXED Leave Daily P. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.
	6.50		4.45		4.45		8.00		7.55
	6.53		4.52		4.52		8.08		7.50
	7.10		5.10		5.10		7.40		7.34
	7.15		5.15		5.15		7.44		7.34
	7.20		5.20		5.20		7.40		7.30

SOUTHWARD		FIRST CLASS		MIXED		FIRST CLASS		NORTHWARD	
7	25	26	8	26	8	26	8	26	8
PASSGR Leave Daily P. M.	MIXED Leave Daily P. M.	MIXED Leave Daily P. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.
	6.50		4.45		4.45		8.00		7.55
	6.53		4.52		4.52		8.08		7.50
	7.10		5.10		5.10		7.40		7.34
	7.15		5.15		5.15		7.44		7.34
	7.20		5.20		5.20		7.40		7.30

SOUTHWARD		FIRST CLASS		MIXED		FIRST CLASS		NORTHWARD	
7	25	26	8	26	8	26	8	26	8
PASSGR Leave Daily P. M.	MIXED Leave Daily P. M.	MIXED Leave Daily P. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.
	6.50		4.45		4.45		8.00		7.55
	6.53		4.52		4.52		8.08		7.50
	7.10		5.10		5.10		7.40		7.34
	7.15		5.15		5.15		7.44		7.34
	7.20		5.20		5.20		7.40		7.30

SOUTHWARD		FIRST CLASS		MIXED		FIRST CLASS		NORTHWARD	
7	25	26	8	26	8	26	8	26	8
PASSGR Leave Daily P. M.	MIXED Leave Daily P. M.	MIXED Leave Daily P. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.	MIXED Leave Daily A. M.	PASSGR Leave Daily A. M.
	6.50		4.45		4.45		8.00		7.55
	6.53		4.52		4.52		8.08		7.50
	7.10		5.10		5.10		7.40		7.34
	7.15		5.15		5.15		7.44		7.34
	7.20		5.20		5.20		7.40		7.30

No Train or Engine will leave Telluride without clearance.

Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.

Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Wyes

# SECOND DISTRICT - RICO AND DURANGO

SOUTHWARD				NORTHWARD											
SECOND CLASS		FIRST CLASS		Time Table No. 60 December 29, 1912											
11 FREIGHT Leave Daily A. M.		5 MIXED Leave Daily A. M.		STATIONS AND SIDINGS		MILES FROM DURANGO		6 MIXED Arrive Daily P. M.		FIRST CLASS		12 FREIGHT Arrive Daily P. M.		SECOND CLASS	
						MILES FROM RIDGWAY									
				RICO	Rc	95.9	2.45					5.20			
				MONTELORES		91.9	2.33					4.55			
				RINGS		87.6	2.20					4.25			
				BRAR CREEK	Bc	81.9	2.02					3.50			
				MULDOON		76.2	1.45					3.15			
				RAYMOND	Bc	71.9	1.32					2.50			
				STAPLETON		65.8	1.16					2.25			
				DOLORES	Dc	59.8	1.00					2.00			
				LOST CANYON		58.7	12.35					1.50			
				GLENCOE	Bc	50.3	12.10					1.45			
				MILLWOOD		46.5	11.55					1.25			
				MANCOS	Mc	38.6	11.14					1.24			
				MENEPEE		29.2	10.46					10.52			
				GRADY	Bc	25.6	10.34					10.34			
				DIX		20.9	10.18					10.10			
				CIMA	Bc	16.5	9.55					9.40			
				HESPERUS	Hc	15.1	9.24					8.41			
				UTE JUNCTION		7.9	9.10					8.15			
				PINE RIDGE		5.0	9.01					7.55			
				POPPER		2.8	8.50					7.35			
				FRANKLIN								8.50			
				DURANGO	Dc							8.50			
				DURANGO	Dc	95.9						8.50			

Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.

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  
C—Coal  
f—Stop on Signals

□—Telegraph Box  
§—Scales  
‡—Standard Clock  
O—Water  
†—Stop for Meals  
D—Day (only) Telegraph Offices

## ENGINE RATING IN TONS OF 2,000 POUNDS

FIRST DISTRICT		SECOND DISTRICT		FIRST CLASS		SECOND CLASS	
60 Class Engines Freight	47 Class Engines Mixed	45 1/2 class Engines Mixed	60 Class Engines Freight	47 Class Engines Mixed	45 1-2 class Engines Mixed	60 Class Engines Freight	47 Class Engines Mixed
85	60	60	215	160	150	215	160
85	60	60	135	85	85	135	85
165	120	115	135	85	85	135	85
165	80	80	135	85	85	135	85
112	80	80	135	85	85	135	85
112	80	80	215	155	160	215	160
112	80	80	85	60	60	85	60

Ridgway and Dallas Divide.....  
Vance Junction and Keystone.....  
Placerville and Vance Junction.....  
Vance Junction and Ophir.....  
Ophir and Lizard Head.....  
Rico and Lizard Head.....  
Placerville and Dallas Divide.....  
Dolores and Glencoe.....  
Glencoe and Millwood.....  
Mancos and Cimarron.....  
Durango and Millwood.....  
Dolores and Rico.....  
Ascending grades on Pandora,  
Enterprise and Ute branches.

### ADDITIONAL SPURS Not Shown in Regular Time Table

LOCATION	MILE	NAMES	CAR CAPACITY	SWITCH CONNECTIONS
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
"	36.3	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
"	38.2	ILUIM	1.	NORTH END
TELLURIDE BR.	47.4	PANDORA		
SECOND	118.9	LONGS	6.	SOUTH END
"	123.35	CRENSHAW		DISCONNECTED
"	124.67	BRICKLEY'S	5.	NORTH END
"	129.2	BRAYTON	7.	NORTH END
"	141.9	MAY DAY		SOUTH END
"	148.8	FORT LEWIS	1.	DISCONNECTED
"	160.6	BELLS	8.	SOUTH END

### REGISTERING STATIONS

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

### LOCAL SURGEONS

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

### SPEED TABLE

SPEED PER HOUR	TIME OF PERFORMANCE				SPEED PER HOUR	TIME OF PERFORMANCE			
	M. S.	% MILE	M. S.	1 MILE		M. S.	% MILE	M. S.	1 MILE
15	0 30	0 60	0 90	1 30	31	0 29	0 58	1 52	
20	0 22 30	0 45	0 67 30	1 00	32	0 28	0 56	1 52	
25	0 18 0	0 36	0 54	0 54	33	0 27	0 54	1 49	
30	0 15 0	0 30	0 45	0 45	34	0 26	0 53	1 45	
35	0 12 30	0 24	0 36	0 36	35	0 25	0 51	1 42	
40	0 10 0	0 20	0 30	0 30	36	0 24	0 50	1 40	
45	0 8 30	0 16	0 24	0 24	37	0 23	0 48	1 37	
50	0 7 30	0 15	0 21	0 21	38	0 22	0 47	1 37	
55	0 6 45	0 13 30	0 19 30	0 19 30	39	0 22	0 46	1 35	
60	0 6 0	0 12 0	0 18 0	0 18 0	40	0 21	0 45	1 32	
65	0 5 30	0 11 0	0 16 30	0 16 30	41	0 21	0 43	1 27	
70	0 5 0	0 10 0	0 15 0	0 15 0	42	0 20	0 42	1 25	
75	0 4 45	0 9 30	0 14 0	0 14 0	43	0 20	0 41	1 23	
80	0 4 30	0 9 0	0 13 30	0 13 30	44	0 20	0 40	1 21	
85	0 4 15	0 8 45	0 13 0	0 13 0	45	0 19	0 39	1 18	
90	0 4 0	0 8 30	0 12 30	0 12 30	46	0 19	0 38	1 16	
95	0 3 45	0 8 0	0 12 0	0 12 0	47	0 18	0 37	1 15	
100	0 3 30	0 7 45	0 11 30	0 11 30	48	0 18	0 36	1 13	
105	0 3 15	0 7 30	0 11 0	0 11 0	49	0 17	0 35	1 12	
110	0 3 0	0 7 15	0 10 45	0 10 45	50	0 17	0 34	1 10	
115	0 2 45	0 7 0	0 10 30	0 10 30	51	0 16	0 33	1 9	
120	0 2 30	0 6 45	0 10 15	0 10 15	52	0 16	0 32	1 7	
125	0 2 15	0 6 30	0 10 0	0 10 0	53	0 16	0 31	1 6	
130	0 2 0	0 6 15	0 9 45	0 9 45	54	0 15	0 30	1 5	
135	0 1 45	0 6 0	0 9 30	0 9 30	55	0 15	0 29	1 4	
140	0 1 30	0 5 45	0 9 15	0 9 15	56	0 15	0 28	1 3	
145	0 1 15	0 5 30	0 9 0	0 9 0	57	0 14	0 27	1 2	
150	0 1 0	0 5 15	0 8 45	0 8 45	58	0 14	0 26	1 1	
155	0 0 45	0 5 0	0 8 30	0 8 30	59	0 14	0 25	1 0	
160	0 0 30	0 4 45	0 8 15	0 8 15	60	0 13	0 24	1 0	

## SPECIAL RULES AND REGULATIONS.

### RIGHTS OF TRAINS—North-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 cars, 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.
3. 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.
4. All trains will reduce speed to six miles per hour over bridge at Lancaster, and while passing through the town of Placerville. All second-class and irregular trains will reduce speed to six miles per hour in second-class at Vance Junction and Rioo. All trains will reduce speed to eight miles per hour over bridges between Matthehorn and Ames.
5. 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 China 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-brake, which can not be promptly repaired, the usual Air Brake Release Chain will be applied to the main beam of the air, and the engine crew will be notified. Person traveling must be advised of such cases, and the freight cars and fire (a) hoses on passenger 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.

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 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.

After brakes have been released on passenger cars, and before trains start from these stations, retainers 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 nails, 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 the 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 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.

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.

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.) Air-brakes must be tested on trains before leaving terminal stations, as required by Air-Brake Instructions. When double-headed cars are run, the air must be coupled to both engines, and forward brakemen 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.