

The Rio Grande Southern Railroad Company

EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, January 8, 1911.

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.

H. W. CLARKE,
Second 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

FIRST CLASS

SECOND CLASS

Time Table No. 56
January 8, 1911

9	FREIGHT Leave Daily A. M.	7	PASSGR Leave Daily P. M.	5	MIXED Leave Daily A. M.	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM RICO	6	MIXED Leave Daily P. M.	8	PASSGR Leave Daily A. M.	10	FREIGHT Leave Daily P. M.	Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Wye
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8.20		4.20				6.2	RIDGWAY	66.2					4.20		Y O 118
8.45		4.35				6.2	HAGENS	61.0					4.20		33
9.05		4.46				7.3	DETI	58.9					3.41		13
9.30		4.58				9.6	VALLEY VIEW	56.6					3.25		11
10.05		5.20				13.3	DALLAS DIVIDE	52.9					3.05		52
10.10		5.23				16.1	LEOPARD CREEK	50.1					3.00		12
10.27		5.30				22.2	BROWN	44.0					2.30		25
11.00		5.52				26.6	PLACERVILLE	30.6					1.45		25
11.25		6.08				29.1	FALL CREEK	37.1					1.20		42
11.38		6.17				30.2	SAW PIT	36.0					1.05		28
11.45		6.21				32.6	WILSON	33.6					1.00		7
12.02		6.31				36.4	VANCE JUNCTION	29.8					12.47		27
12.30		6.46				37.8	AMERS	28.4					12.30		15
12.40		6.50				41.3	OPHIR	24.9					11.23		76
1.35		7.05				45.0	MATTHEHORN	21.2					10.58		5
2.10		7.20				46.7	TROUD LAKE	19.5					10.45		19
2.25		7.35				49.1	LIZARD HEAD	17.1					10.30		22
2.50		7.50				52.6	GALLAGHERS	15.6					10.10		28
3.20		8.05				55.7	COOKE OVENS	10.5					9.35		28
3.43		8.28				60.5	HURNS	5.7					8.45		12
4.13		8.58				63.6	RICO	2.6					8.20		24
4.30		9.15				66.2							8.00		31
4.45		9.30													144

(8.25) (2.30) (2.05) (1.52) (2.30) (3.20)

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

FIRST CLASS

NORTHWARD

Time Table No. 56
January 8, 1911

7	PASSGR Leave Daily P. M.	25	MIXED Leave Daily A. M.	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM TELLURIDE	26	MIXED Leave Daily A. M.	8	PASSGR Leave Daily A. M.
6.50		6.45		37.8	VANCE JUNCTION	7.3	8.05	9.05		
6.53		6.52		38.6	ANDERSON	6.5	7.58	9.00		
7.10		6.10		41.7	KEYSTONE	3.4	7.40	8.45		
7.15		6.15		43.7	SAN MIGUEL	1.4	7.34	8.39		
7.20		6.20		45.1	TELLURIDE		7.30	8.35		

No Train or Engine will leave Telluride without clearance.

(0.30) (0.35)

(0.30) (0.35)

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

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

SECOND DISTRICT--RICO AND DURANGO

SOUTHWARD				NORTHWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
11 FREIGHT Leave Daily A. M.		5 MIXED Leave Daily A. M.		6 MIXED Arrive Daily P. M.		12 FREIGHT Arrive Daily P. M.	
		MILES FROM RIDGWAY		MILES FROM DURANGO			
Time Table No. 56 January 8, 1911							
STATIONS AND SIDINGS							
8.30	10.15	66.2	RICO	95.9	3.45	5.35	
8.48	10.28	70.2	MONTELORES	91.9	3.30	5.10	
9.07	10.42	74.5	KINGS	87.6	3.19	4.45	
9.35	11.01	80.2	BEAR CREEK	81.9	3.00	4.15	
10.00	11.18	85.9	MULDON	76.2	2.43	3.40	
10.20	11.31	90.2	RAYMOND	71.9	2.30	3.15	
10.47	11.48	96.3	STAPLETON	65.8	2.12	2.50	
11.15	12.05	102.3	DOLORES	59.8	1.35	1.55	
11.50	12.30	108.4	LOST ANJON	53.7	1.32	1.50	
12.30	1.05	111.8	GLENCOE	46.5	1.05	1.20	
1.30	1.20	115.6	MILYWOOD	39.6	12.30	12.30	
2.05	1.47	122.5	MANCOS	36.6	12.30	11.35	
2.25	2.01	125.3	MENEFEE	36.8	12.09	11.35	
3.25	2.38	132.9	GRADY	29.2	11.39	10.41	
3.50	2.52	136.5	DIX	25.6	11.25	10.23	
4.20	3.10	141.2	CIMA	20.9	11.08	10.00	
4.50	3.29	145.6	HESPERUS	16.5	10.48	9.20	
5.15	3.34	147.0	THE JUNCTION	15.1	10.42	9.10	
5.45	3.58	154.2	PINE RIDGE	7.9	10.11	8.20	
6.00	4.08	157.1	PORTER	5.0	9.57	8.00	
6.15	4.14	159.3	FRANKLIN	2.8	9.47	7.41	
6.30	4.25	162.1	DURANGO	9.35		7.20	
			95.9				

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 75, 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—Bullets
 - X—Turn Table
 - Coal
 - !—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		SECOND DISTRICT	
60 Class Engines Freight	47 Class Engines Mixed	45 1/2 class Engines Mixed	60 Class Engines Freight
Ridgway and Dallas Divide..... 70-80	55-60	55-60	150-200
Vance Junction and Keystone..... 145-155	55-60	55-60	115-125
Placeville and Vance Junction..... 85-85	110-120	110-115	115-125
Vance Junction and Ophir..... 90-100	75-80	75-80	110-120
Ophir and Lizard Head..... 90-100	75-80	75-80	115-125
Rico and Lizard Head..... 90-100	75-80	75-80	150-200
Placeville and Dallas Divide..... 90-100	75-80	75-80	70-80
			155-160
			80-85
			80-85
			80-85
			80-85
			150-155
			145-150
			50-60

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

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
"	38.0	VANADUM	11.	SOUTH END
"	35.3	LIME	3.	SOUTH END
"	43.9	BUTTERFLY	15.	SOUTH END
"	54.4	SNOW	4.	DISCONTINUED
"	56.5	MURPHY	6.	DISCONTINUED
"	64.7	WINKFIELD	8.	NORTH END
"	38.2	ILUM	1.	NORTH END
TELLURIDE BR.	47.4	PANDORA		
SECOND	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.
L. H. CLARK, Mancos.
H. L. TURNELL, Durango.

SPEED TABLE

SPEED PER HOUR	TIME OF PERFORMANCE						SPEED PER HOUR	TIME OF PERFORMANCE					
	1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 1/4 MILE	1 1/2 MILE		1/4 MILE	1/2 MILE	3/4 MILE	1 MILE	1 1/4 MILE	1 1/2 MILE
1	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	
2	15	0 30	0 45	1 00	1 15	1 30	15	0 28	0 42	0 56	1 10	1 24	
3	10	0 20	0 30	0 40	0 50	1 00	10	0 26	0 38	0 50	1 02	1 14	
4	7	0 15	0 22	0 30	0 38	0 45	7	0 25	0 35	0 45	0 55	1 05	
5	6	0 12	0 18	0 24	0 30	0 36	6	0 24	0 33	0 42	0 51	1 00	
6	5	0 10	0 15	0 20	0 26	0 32	5	0 23	0 31	0 40	0 48	0 56	
7	4	0 08	0 12	0 16	0 21	0 26	4	0 22	0 29	0 37	0 44	0 51	
8	3	0 07	0 10	0 14	0 18	0 22	3	0 21	0 27	0 34	0 41	0 47	
9	2	0 06	0 09	0 12	0 16	0 20	2	0 20	0 26	0 32	0 38	0 44	
10	1	0 05	0 07	0 09	0 12	0 15	1	0 19	0 24	0 29	0 34	0 39	
11	1	0 04	0 06	0 08	0 10	0 13	1	0 18	0 23	0 28	0 32	0 36	
12	1	0 04	0 05	0 07	0 09	0 11	1	0 17	0 22	0 27	0 31	0 35	
13	1	0 03	0 05	0 06	0 08	0 10	1	0 16	0 21	0 26	0 30	0 34	
14	1	0 03	0 04	0 05	0 07	0 08	1	0 15	0 20	0 25	0 29	0 33	
15	1	0 03	0 04	0 05	0 06	0 07	1	0 14	0 19	0 24	0 28	0 32	
16	1	0 02	0 04	0 05	0 06	0 07	1	0 13	0 18	0 23	0 27	0 31	
17	1	0 02	0 03	0 04	0 05	0 06	1	0 12	0 17	0 22	0 26	0 30	
18	1	0 02	0 03	0 04	0 05	0 06	1	0 11	0 16	0 21	0 25	0 29	
19	1	0 02	0 03	0 04	0 05	0 06	1	0 10	0 15	0 20	0 24	0 28	
20	1	0 02	0 03	0 04	0 05	0 06	1	0 09	0 14	0 19	0 23	0 27	
21	1	0 02	0 03	0 04	0 05	0 06	1	0 08	0 13	0 18	0 22	0 26	
22	1	0 02	0 03	0 04	0 05	0 06	1	0 08	0 12	0 17	0 21	0 25	
23	1	0 02	0 03	0 04	0 05	0 06	1	0 07	0 11	0 16	0 20	0 24	
24	1	0 02	0 03	0 04	0 05	0 06	1	0 07	0 10	0 15	0 19	0 23	
25	1	0 02	0 03	0 04	0 05	0 06	1	0 06	0 10	0 14	0 18	0 22	
26	1	0 02	0 03	0 04	0 05	0 06	1	0 06	0 09	0 13	0 17	0 21	
27	1	0 02	0 03	0 04	0 05	0 06	1	0 05	0 08	0 12	0 16	0 20	
28	1	0 02	0 03	0 04	0 05	0 06	1	0 05	0 07	0 11	0 15	0 19	
29	1	0 02	0 03	0 04	0 05	0 06	1	0 04	0 07	0 10	0 14	0 18	
30	1	0 02	0 03	0 04	0 05	0 06	1	0 04	0 06	0 09	0 12	0 16	

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 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, grades exceeding 100 feet per mile. 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, grades exceeding 100 feet per mile. 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 Leavelle 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, and over bridge 37 B near Bix.

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 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 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. The air brake must be exercised to see that there is no snore under the air-brake car after adjustment. Brakemen must try the hand brakes on all the cars before train 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 air brakes, or any leaks in air pipes and connections.

4. The exact condition of the most important parts of the 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 train 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 it is not working, the number of 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 at or near the head end of the train.

Trainmen must assist in holding passenger trains with hand brakes on 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 Air 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 apparatus are in good condition.

17. Rio Grande Southern employees 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 double-braked 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.

19. Passengers will not be carried on freight trains.

F. E. PEAKE,
Chief Dispatcher.