

The Rio Grande Southern Railroad Company

EMPLOYEES' TIME TABLE

To Take Effect 12.01 A. M., Sunday, November 15, 1914

STANDARD TIME 105th MERIDIAN

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.

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

J. RUSSELL,
Asst. to 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		STATIONS AND SIDINGS		MILES FROM RICO		FIRST CLASS		SECOND CLASS	
9	FREIGHT Leave Daily A. M. First Station	7	PASSGR Leave Daily P. M.	5	MIXED Leave Daily A. M. Last Station	Time Table No. 61 November 15, 1914		6	MIXED Arrive Daily First Station	8	PASSGR Arrive Daily A. M.	10	FREIGHT Arrive Daily Last Station
	8.20		4.20			D1	RIDGWAY	66.2			10.30		4.05
	8.45		4.35				HAGENS	61.0			10.15		3.40
	10.06		4.46				Valley View 2.3	58.9			10.06		3.26
	10.30		4.58				DALLAS DIVIDE 3.7	56.6			9.55		3.10
	11.05		5.20				LEOPARD CREEK 5.8	52.9			9.38		2.50
	11.27		5.30				BROWN 6.1	50.1			9.35		2.45
	11.59		5.52				PLAQUEVILLE 22.2	44.0			9.22		2.20
	12.28		6.08				FALL CREEK 2.8	39.6			8.41		1.30
	1.00		6.17				SAV PIT 2.4	37.1			8.26		1.05
	1.13		6.31				WILSON 3.8	36.0			8.25		12.35
	1.20		6.46				BILK 1.4	33.6			8.18		12.19
	1.38						VANCE JUNCTION 3.5	28.8			8.04		12.00
	2.05						AMERS 3.7	28.4			8.00		11.40
	2.15		7.45				OPHER 3.7	24.9			6.55		11.30
	2.45						MATTHEHORN 5.6	21.2			6.35		11.10
	3.15		8.10				TROUT LAKE 8.6	19.5			6.15		10.47
	3.55		8.40				LIZARD HEAD 8.1	17.1			6.05		10.28
	4.20		8.50				COKE OVENS 4.8	15.5			5.50		10.10
	4.45		9.05				BURNS 3.1	13.6			5.30		9.55
	5.20		9.30				RICO 66.2	10.5			5.25		9.35
	5.25		9.35					5.7			5.05		9.30
	5.42		10.20					5.7			4.15		9.05
	6.10		10.35					4.00			4.00		8.10
	6.25		10.55					3.45			3.45		7.56
	6.40												7.40
	(9.30)		(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		STATIONS AND SIDINGS		MILES FROM TELLURIDE		FIRST CLASS		NORTHWARD	
7	PASSGR Leave Daily P. M.	25	MIXED Leave Daily A. M. Last Station			Time Table No. 61 November 15, 1914				26 <td style="text-align: center;">MIXED Arrive Daily A. M. Last Station</td> <td style="text-align: center;">8 <td style="text-align: center;">PASSGR Arrive Daily A. M.</td> </td>	MIXED Arrive Daily A. M. Last Station	8 <td style="text-align: center;">PASSGR Arrive Daily A. M.</td>	PASSGR Arrive Daily A. M.
	6.50		7.05			D	VANCE JUNCTION 8	7.3			7.35		8.00
	6.53		7.12				ANDERSON 3.1	6.5			7.28		7.55
	7.10		7.30				KEYSTONE 1.4	3.4			7.10		7.40
	7.15		7.35				SAN MIGUEL 1.4	1.4			7.04		7.34
	7.20		7.40				TELLURIDE 7.3				7.00		7.30
	(0.30)		(0.30)								Leave Daily A. M.		Leave Daily A. M.

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

Time Table No. 61
November 15, 1914

SECOND CLASS	FIRST CLASS	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM DURANGO	FIRST CLASS		SECOND CLASS	
					MIXED	FREIGHT	MIXED	FREIGHT
11	5				6	12		
Leave Daily A. M. 8:07 8:20	Leave Daily A. M. 8:15 8:28			Arrive Daily P. M. 8:00 8:13	Arrive Daily P. M. 8:15 8:28	Leave Daily A. M. 8:00 8:13	Leave Daily A. M. 8:15 8:28	
9.10	11.05	66.2	RICO	3.35	5.30			
9.30	11.20	70.2	MONTICLOMAS	3.10	4.55			
9.50	11.40	74.5	KINGS	2.45	4.25			
10.15	12.02	80.2	BEAR GREEK	2.15	3.60			
10.40	12.25	85.9	MUDPOON	1.45	3.15			
11.00	12.42	90.2	RAYMOND	1.25	2.50			
11.26	1.00	96.3	STAPLETON	1.00	2.25			
11.55	1.25	102.3	DOLORES	12.35	2.00			
12.15	2.00	108.4	LOST CANYON	12.05	1.50			
12.20	2.05	111.8	GLENCOE	12.00	1.45			
1.40	2.40	116.6	MILLWOOD	11.35	1.05			
2.10	3.00	122.5	MANGOS	10.45	1.25			
2.20	3.30	125.3	MENEFEE	10.35	1.24			
2.40	3.45	132.9	GRADY	10.05	10.52			
3.40	4.30	136.5	DIX	9.50	10.34			
4.05	4.45	141.2	CIMA	9.30	9.40			
4.30	5.10	145.6	HESPERUS	9.25	9.30			
4.55	5.28	147.0	UTE JUNCTION	9.05	8.41			
5.15	5.33	154.2	PINE RIDGE	8.27	8.12			
5.55	6.05	157.1	POPPER	8.12	7.55			
6.12	6.05	162.1	FRANKLIN	8.00	7.35			
6.26	6.14		DURANGO	7.45				
6.40	6.26							

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 - Bulbline
 - 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		SECOND DISTRICT	
60 Class Engines Freight	47 Class Engines Mixed	45 1/2 class Engines Mixed	60 Class Engines Freight
Ridgway and Dallas Divide.....	85	60	215
Vance Junction and Keystone.....	85	60	135
Vance Junction and Keyhole.....	105	120	85
Vance Junction and Ophir.....	112	80	135
Ophir and Lizard Head.....	112	80	135
Rico and Lizard Head.....	112	80	135
Placerville and Dallas Divide.....	112	80	215
Dolores and Glencoe.....	60	60	160
Glencoe and Millwood.....	60	85	85
Mancos and Cima.....	115	85	85
Durango and Millwood.....	80	85	85
Mancos and Millwood.....	80	85	85
Dolores and Rico.....	80	155	155
Ascending Grade and Ute Branches, Enterprise and Ute Branches.....	80	60	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
"	33.0	VANADIUM	13.	SOUTH END
"	35.3	LIME	3.	SOUTH END
"	43.9	BUTTERFLY	1.	SOUTH END
"	54.4	SNOW	4.	NORTH END
"	66.5	MURPHY	6.	NORTH END
"	64.7	WINKFIELD	8.	NORTH END
"	38.2	ILLIUM	1.	NORTH END
TELLURIDE BR.	47.4	PANDORA		
SECOND	113.9	LONGS	6.	SOUTH END
"	123.35	CRENSHAW	5.	NORTH END
"	124.57	BUCKLEY'S	7.	NORTH END
"	129.2	BRAVATON	7.	NORTH END
"	138.8	SPONSEL	2.	NORTH END
"	141.9	MAY DAY		
"	148.9	FORT LEWIS		
"	100.6	BELL'S	8.	DISCONNECTED SOUTH END

REGISTERING STATIONS

STATION	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.
- J. M. HALSTEAD, Ridgway.
- E. HADLEY, Telluride.
- W. F. FARBAR, Ophir.
- U. L. ALBERS, Rico.
- H. S. BUSSEY, Dolores.
- L. H. CLARK, Mancos.
- H. L. TURRELL, Durango.

SPEED TABLE

MILES PER HOUR	TIME OF PERFORMANCE				MILES PER HOUR	TIME OF PERFORMANCE			
	1/4 MILE	1/2 MILE	1 MILE	1 MILE		1/4 MILE	1/2 MILE	1 MILE	1 MILE
15	0 30	0 60	0 90	1 30	31	0 29	0 58	1 15	1 56
20	0 22	0 44	0 66	1 00	32	0 27	0 56	1 14	1 52
25	0 18	0 36	0 54	0 80	33	0 26	0 54	1 13	1 49
30	0 15	0 30	0 45	0 70	34	0 25	0 53	1 12	1 45
35	0 13	0 26	0 40	0 63	35	0 24	0 51	1 11	1 42
40	0 11	0 22	0 34	0 56	36	0 23	0 49	1 10	1 40
45	0 10	0 20	0 30	0 50	37	0 22	0 48	1 09	1 37
50	0 09	0 18	0 27	0 45	38	0 21	0 46	1 08	1 34
55	0 08	0 16	0 24	0 40	39	0 20	0 44	1 07	1 32
60	0 07	0 14	0 21	0 36	40	0 20	0 43	1 06	1 30
65	0 06	0 12	0 18	0 32	41	0 19	0 42	1 05	1 27
70	0 05	0 10	0 16	0 29	42	0 18	0 41	1 04	1 25
75	0 04	0 09	0 14	0 26	43	0 17	0 40	1 03	1 23
80	0 04	0 08	0 13	0 24	44	0 16	0 39	1 02	1 21
85	0 03	0 07	0 11	0 22	45	0 16	0 38	1 01	1 20
90	0 03	0 06	0 10	0 20	46	0 15	0 37	1 00	1 18
95	0 03	0 05	0 09	0 19	47	0 15	0 36	1 00	1 16
100	0 02	0 05	0 08	0 18	48	0 14	0 35	1 00	1 15
105	0 02	0 04	0 07	0 17	49	0 14	0 34	1 00	1 13
110	0 02	0 04	0 06	0 16	50	0 13	0 33	1 00	1 12
115	0 02	0 03	0 06	0 15	51	0 13	0 32	1 00	1 10
120	0 02	0 03	0 05	0 14	52	0 12	0 31	1 00	1 09
125	0 02	0 03	0 05	0 13	53	0 12	0 30	1 00	1 07
130	0 02	0 02	0 04	0 12	54	0 11	0 29	1 00	1 06
135	0 02	0 02	0 04	0 11	55	0 11	0 28	1 00	1 04
140	0 02	0 02	0 03	0 11	56	0 10	0 27	1 00	1 03
145	0 02	0 02	0 03	0 10	57	0 10	0 26	1 00	1 02
150	0 02	0 02	0 03	0 10	58	0 09	0 25	1 00	1 01
155	0 02	0 02	0 03	0 09	59	0 09	0 24	1 00	1 00
160	0 02	0 02	0 03	0 09	60	0 09	0 23	1 00	1 00

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 load on 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 highly 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, and when in the presence of passenger trains, must be under full control 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 Leon and, 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 Iteo. All trains will reduce speed to eight miles per hour over bridges between Matteson 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 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 filled out and placed in the train, and the train must be stopped until the defect can be repaired and the train ready to proceed. The defect card must be filled out and placed in the train 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 to keep the train in uniform movement. 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.

Trainsmen 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.

Trainsmen 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 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-headers are run, the air must be coupled to both engines, and forward engineer 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.