The Rio Grande Southern Railroad Company

INPOYE ME ABLE

To Take Effect 12.01 A. M., Sunday, December 20, 1914

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.T. BROWN,

Vice-President and General Manager.

J. RUSSELL,

Asst. to Vice-President and General Manager

W. D. LEE,

General Superintendent.

D. WOLFINGER,

S

Superintendent.

Imprint: The Ridgway Sun

			(0.30)	TEX. Sunday	4			(0.85)	(0.30)			-
189		The second second	Leave Daily	Leave Daily		7.8		ily Arrive Daily	Arrive Daily			
			7.30	7.00	0	D TELLURIDE DO	45.1	6.55	7.20			OH L
Distric	Water of Detroit of the	ah i	1 7.34	f 7.04	1.4	SAN MIGUEL	43.7	f 6.50	f 7.15		and selection	175 6.0
- 100		T. BU	f 7.40	f 7.10	3.4	KEYSTONE	41.7	f 6.45	f 7.10	C D A	ADTEDACT ST	
			7.58	7.28	6.5	ANDERSON	38.6	8 6.27	6.53			
				7.35	7.8	D VANCE JUNCTION M	37.8		6.50			
			Arrive Dally	Arrive Daily A M. Bx. Sunday		AND SIDINGS	MIL	Bx Sunday	Leave Daily			
			PASSGR	26 MIXED	ES FR	December 20, 1914	ES PR	R MIXED	7 PASSGR			VIII.
	NORTHWARD	NORTI	CLASS	FIRST		Time Table No. 62		T CLASS	FIRST	SOUTHWARD		
					1000	ELLURIDE BRANCH	11					
	(8.25)	(2.30) Mile Post 14.6 is a flag stop.	(2.30) Mile Post 1	(2.45) Noel's Crossing,	2017	(2.30) (3.05) No Train or Engine will leav. Ridgway or Rico without clearance.	will leav	(3.05) in or Engine	1	(9.00) Water tanks are located near mile posts 10 and 35.	ater tanks are loc	Ą
	Ex. Sunday		Leave Daily	Leave Daily P. M. Ex. Sunday	Turner o	(66.2)	An oracol	By Arrive Dally A. M. Ex. Sunday	Arrive Daily P. M.	Arrive Daily P. M. Ex. Sunday	· ·	
	7.40			3.25	0	D RICO Ro	66.2	10.50		6.20		
	7.56		And the same	f 3.40	2.6	BURNS	63.6	f 10.35		6.04		
	8.10			f 3.55	5.7	COKE OVENS	60.5	f 10.20		5.50		
	9.05			4.35	x 10.5	(() GALLAGHERS Bx	55.7	9.52		5.22		
	9.36			4.55	x 18.6	C LIZARD HEAD BX	52.6	9.30		5.05		
	9.55			f 5.17	x 17.1	D TROUT LAKE Bx	49.1	f 9.05		4.30		
	10.10		5114	f 5.28	19.5	MATTERHORN	46.7	f 8.50		4.05		
	10.23		School P	s 5.36	21.2	р орнів ні	45.0	s 8.40		3.36		
	10.47			f 5.53	× 24.9	(lenge (1.4) AMES Bx	41.8	f 8.10		3.05		
	11.10	SULL STATE	8.00	6.10	28.4	D VANCE JUNCTION M	37.8	7.45	6.50	2.15		
	12.00		8.18	100	88.6	WILSON	32.6		f 6.81	1.38		
	12.13		f 8.25		36.0	SAW PIT	30.2		f 6.21	1.20		
	12.19		8.29		37.1	FALL CREEK	29.1		f 6.17	1.18		
	12.35		8.41		39.6	D PLACERVILLE PV	26.6		s 6.08	1.00		
	1.30	100	8.58		44.0	BROWN	22.2		f 5.52	11.59		
	2.20		9.22	7	50.1	LEOPARD CREEK	16.1		f 5.30	11.27		
	2.45		9.38		52.9	DALLAS DIVIDE Bx	13.3		5.20	11.10		
	3.10		9.55		56.6	VALLEY VIEW	9.6		f 4.58	10.30	District of	
	3.26		10.06		58.9	Deri	7.3		4.46	10.06		
	3.40		10.15		61.0	HAGENS	5.2		f 4.36	9.45		
	4.05		10.30		66.2	DI RIDGWAY DS	1		4.20	9.20		
	Ex. Sunday		Arrive Daily	Ex. Sunday		AND SIDINGS	мп	Ex. Sunday	Leave Daily P. M.	Ex. Sunday	10 17	
	FREIGHT		PASSGR	MIXED		STATIONS	ES I	R MIXED	PASSGR	FREIGHT	াদ	
-	10	The Lane	œ		S FR	ACRES DE PERSONS	FROM		7	9	Prant a	-
CLASS	SECOND CL	CLASS	FIRST C	100	OM R	December 20, 1914	RID		FIRST CLASS		SECOND CLASS	SE
	NORTHWARD	NOKIT		0	ico	Time Table No. 62	(WA)			SOUTHWARD	u	
		Transi		The Land Co.			ť				Total California	

	10
	u
ı	-
	SECOND
•	
۱	
	Post
	7
	100
i	
۱	**
	U
	1000
	1
	DISTRICT
	1
	-
	To be
۱	
۱	
۱	200
	2
	1
	HICO
	C
i	C
-	
-	OAND
-	
THE RESIDENCE AND PERSONS NAMED IN	AND

	(9.40)		(7.30)				(7.20)		(9.25)	
To Comment of the Com	Ex. Sunday	THE PARTY OF THE P	Ex. Sunday	The same of	95.9	Notified I	Ex. Sunday		Ex. Sunday	Company professor
- Water and a second	7.35		7.45	Dg	Sales Sales	162.1	6.20	THE PERSON	6.85	
The second second	7.55		f 8.00	2.8	FRANKLIN 2.8	159.3	f 6.09		6.21	
The second second	8.12		f 8.12	5.0	PORTER	157.1	f 6.00	THE STREET	6.07	The same of the same of
Carry No. of Street, or other	8.41	AND THE PERSON NAMED IN	f 8.27	7.9	PINE RIDGE	154.2	f 5.50		5.50	
	9.30		f 9.00	15.1	UTE JUNCTION	147.0	f 5.28	and the same of the same of	5.10	
	9.40	The same property	8 9.05	ни 16.5	HESPERUS	145.6 D	1 5.23	the state of the state of	5.00	
	10.10	DE DE	9.30	Bx 20.9	CIMA	141.2	5.00		4.30	
	10.34		-	25.6	DIX	136.5	f 4.40	M. Control of the	4.05	A Company of the Comp
	10.52		f 10.05	вж 29.2	(MP 131) GRADY	182.9	f 4.25		3.40	
1000	11.24	The second second second	f 10.30	36.8	MENEFEE	125.8	f 3.40		2.40	THE PARTY OF
9 13 1	11.45	New Control of the Co	s 10.45	Мх 89.6	MANCOS	122.5 D	s 3.25		2.20	
	12.35	The same of the sa	f 11.20	46.5	MILLWOOD	115.6	f 2.55		1.40	
100000	1.00		f 11.85	Bx 50.8	GLENCOE	111.8	f 2.35		1.20	
11 0 80 0	1.45		f 12.05	58.7	LOST CANON	103.4	f 2.00		12.20	THE RESERVE
1/10	1.50		12.35	ъј 59.8	DOLORES	102.8 D	1.55		12.15	
1000	2.25	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COL	H	65.8	STAPLETON	96.3	f 12.55		11.26	
509	2.50		f 1.15	Bx 71.9	RAYMOND	90.2	f 12.37		11.00	
Sept 48	3.15	The Paris of the P	f 1.30	76.2	MULDOON	85.9	f 12.20		10.40	
No.	3.50		f 1.55	Bx 81.9	BEAR OREEK	80.2	f 11.57		10.15	
2000	4.25	105-131 (50)	f 2.25	87.6	RINGS	74.5	f 11.85		9.50	
TO STATE OF THE ST	4.55		f 2.50	91.9	MONTELORES	70.2	f 11.15		9.30	A 10 10 10 10 10 10 10 10 10 10 10 10 10
0 1	5.20	Name and Associated a	8.15	Ro 95.9	RICO	66.2 D	11.00	The second second	9.10	
	Ex. Sunday		Ex. Sunday	MIL	AND SIDINGS	MIL	Ex. Sunday		Ex. Sunday	
- WO ''AD	FREIGHT	Total September 111	MIXED 6	ES FRO	STATIONS	ES FROI	MIXED		FREIGHT	
CLASS	SECOND	FIRST CLASS	He Brit	M DUE	December 20, 1914	M RID		FIRST CLASS		SECOND CLASS
STATE OF STREET	The second secon			-	こうではないのであるとうとうというないのかられると		The last division in the last			THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM

EXPLANATION OF CHARACTERS

and train indicate mileage of district and time used by trains in passing over the same. Letters at right of station names indicate telegraph call. Figures under each district x-Turn Table

-Coal
f-Stop on Signals N-Day and Night Telegraph Offices B-Bulletins Y-Wye S-Regular Stop 0-Water ‡-Standard Clock §-Scales -Telegraph Box

D-Day (only) Telegraph Offices

1-Stop for Meals

ss 47 Class 45½ class Engines Engines Engines Mixed Mixed Mixed Mixed Mixed Milwood. 60 60 60 Genous and Ginnoos. 120 115 Mancos and Cina. 80 80 Formula Milwood. 80 80 Dolores and Milwood. 90 80 Dolores and Milwood. 90 80 Dolores and Milwood. 90 80 Dolores and Rico.
8 88888

	,,,	,		,,	*		SECOND		LLURIDE BR.		,,	,		,	,	,,			FIRST	DISTRICT	LOCATION		No		
160.6	148.8	141.9	138.8	129.2	124.57	123.35	118.9	47.4	38.2	64.7	56.5	54.4	48.9	36.4	35.3	33.0	17.1	14.6	3.0	MILLE	2	SCOOL ST	t Showr	ADE	
BELL'S	FORT LEWIS	MAY DAY	SPONSEL	BRAYTON	BUCKLEY'S	CRENSHAW	LONGS	PANDORA	ILIUM	WINKFIELD	MURPHY	SNOW	BUTTERFLY	BILK	LIME	MUIGANAY	SAM'S	NOEL'S	JAY'S		NAMES	Sprenger.	Not Shown in Regular Time Table	ADDITIONAL SPURS	The state of the s
8.	1.		2.	7.	5.		6.		1.	8.	6.	4.	1.	15.	8.	13.	10.	0	7.	CAPACITY	CAR		Time Ta	PURS	
SOUTH END	DISCONNECTED	SOUTH END	NORTH END	NORTH END	NORTH END	NORTH END	SOUTH END		NORTH END	NORTH END	DISCONNECTED	NORTH END	SOUTH END	NORTH END	CONNECTIONS	SWITCH	100000000000000000000000000000000000000	ble		The same of					

THE PERSON NAMED IN	Dolores	B. Rico	B. Telluride	B. Vance Junction	Placerville	B. Ridgway	KEGISTER
	Contracting in the	BICO TELLIT	and the same of the	ion	B. Durango	Mancos	REGISTERING STATIONS

LOCAL
~
6.1
•
-
O2
C
R
SURGEONS
H
0
Z
S

0	4
4	W.
C. V. BATES.	W. O'CONNOR, C
ES.	ONNO
Ridgway.	DR, C
WAY.	Chief :
	Sur
	Surgeon,
	Denver.

E. HADLEY, Telluride.

W. F. FARRAR, Ophir.

U. L. ALBERS, Rico.

H. S. Bussey, Dolores

H. L. TURRELL, Durango L. H. CLARK, Mancos.

SPEED TABLE

S 2 1 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PER HOUR
000000000000000000000000000000000000000	TIM ¼ M
822822828284444582404952848864680°S	TIME OF PERFORMANCE
	PEI 1/2 M
084698558888468085886086470080000	MILE
× 88875151818618618618644488888888888888888888	1 M
S. S	NILE
88828888888888888888888888888888888888	SPEED PER HOUR
	тиме 4 мп
8. 88.828.888.8288888888888888888888888	ME OF
×	
× 22222222222222	MILE
	PERFORMANCE
o. 2838434468288828888289666666666666666666666666	MILE

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.

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.

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 concupy 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 do so, the exact condition of their bride apparatus of the terminals will transfer and consolidate the contents of lightly loaded 5. The engineer must also make an inspection 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. Train and engine crews must know so far as lies in their power to the exact condition of their brake apparatus on the entire train.

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.

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

proceed. 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

All trains will reduce speed to six miles per hour over bridge at Leonard, and while passing through the town of Piacerville. 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.

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 ashedule 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.

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.

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, Milwood 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, a 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 ahoes in making the adjustment. Brakemen must try the hand brakes on all the cars before trains leave these stations. Particular hand brakes on all de cars before trains leave these stations, brake shoes and Trainmen must assist in holding passenger trains with hand brakes on ears 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.

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 or trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or

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 Rule 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-Brake must be tested on trains before eaving 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 be carried on trains 9, 10, 11 and 12.

F. E. PEAKE, Chief Dispatcher.