

# The Rio Grande Southern Railroad Company

# EMPLOYEES' TIME TABLE

To Take Effect 12.01 A. M., Sunday, May 2, 1915

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.

**J. RUSSELL,**  
Asst. to Vice-President and General Manager

**W. D. LEE,**  
General Superintendent.

**C. D. WOLFINGER,**  
Superintendent.



## SECOND DISTRICT - RICO AND DURANGO

### SOUTHWARD

SECOND CLASS

FIRST CLASS

### Time Table No. 63

May 2, 1915

### NORTHWARD

FIRST CLASS

SECOND CLASS

CLASS	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM DURANGO	SOUTHWARD		NORTHWARD		Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
				11 FREIGHT Leave Daily A. M.	5 MIXED Leave Daily A. M.	6 MIXED Arrive Daily P. M.	12 FREIGHT Arrive Daily P. M.	
	7.15		95.9					
	7.45	RICO 1.0	3.10					144
	8.10	MONTPELORES 4.3	91.9					13
	8.43	KINGS 5.7	87.6					24
	9.15	BEAD 6.0	81.9					29
	9.35	MULDON 4.3	76.2					35
	10.02	RAYMOND 6.1	71.9					39
	10.30	STAPLETON 9.0	65.8					40
	10.45	DOLORES 12.10	59.8					40
	10.50	LOST 9.4	58.7					40
	11.45	GLENN 8.8	50.3					40
	12.10	MILLWOOD 9.9	46.5					41
	12.35	MANCOS 2.8	39.6					45
	1.05	MENEFEE 7.0	36.8					9
	1.35	GRADY 8.0	29.2					35
	2.38	CIMA 9.8	25.6					19
	3.03	UTAH 10.11	20.9					16
	3.30	HEPPERS 14.2	16.5					44
	4.00	UTAH JUNCTION 147.0	15.1					37
	4.25	PINE RIDGE 9.8	7.9					34
	5.05	POWDER 2.2	5.0					149
	5.22	FRANKLIN 2.2	2.8					
	5.36	DURANGO	8.50					
	5.50							

(10.35)

(9.25)

(9.20)

(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 - Bulletin
- X - Turn Table
- - Coal
- f - Stop on Signals
- - Telegraph Box
- S - Scales
- ⊕ - Standard Clock
- - Water
- f - Stop for Meals
- D - Day (only) Telegraph Offices

### FIRST DISTRICT

### ENGINE RATING IN TONS OF 2,000 POUNDS

### SECOND DISTRICT

District	60 Class Engines	47 Class Engines	45 1/2 Class Engines	60 Class Engines	47 Class Engines	45 1-2 Class Engines
Ridgway and Dallas Divis.	85	60	60	215	160	150
Vance Junction and Keyhole	85	60	60	135	85	85
Placerville and Vance Junction	165	120	115	135	85	85
Vance Junction and Ophir	105	80	80	135	85	85
Ophir and Lizard Head	112	80	80	215	135	130
Rico and Lizard Head	112	80	80			
Placerville and Dallas Divis.	112	80	80	85	60	60

Dolores and Glencoe.....  
 Glencoe and Millwood.....  
 Mancos and Cima.....  
 Durango and Cima.....  
 Mancos and Millwood.....  
 Dolores and Rico.....  
 Ascending grades on Franklin, 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
"	26.7	PRIMOS	3	SOUTH END
"	33.0	VANADIUM	13	SOUTH END
"	35.3	LIME	3	SOUTH END
"	36.4	BILK	15	SOUTH END
"	43.9	BUTTERFLY	1	SOUTH END
"	54.4	SNOW	4	DISCONNECTED
"	56.5	MURPHY	6	DISCONNECTED
"	59.3	TIMBER	6	NORTH END
"	64.7	WINKFIELD	8	NORTH END
"	83.2	ILUM	1	NORTH END
TELLURIDE BR.				
SECOND	83.2	CARTER	2	NORTH END
"	113.7	FIELD'S	7	NORTH END
"	118.0	LONGS	6	SOUTH END
"	123.85	GREENSHAW	6	NORTH END
"	124.57	BUCKLEY'S	5	DISCONNECTED
"	129.2	BRAVTON	7	NORTH END
"	138.8	SPONSEL	2	NORTH END
"	141.9	MAY DAY	2	NORTH END
"	160.6	BELLS	8	SOUTH END

REGISTERING STATIONS

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

LOCAL SURGEONS

- J. W. O'CONNOR, Chief Surgeon, Denver.  
 C. V. BATES, Ridgway.  
 E. HADLEY, Telluride.  
 W. F. FARBAR, Ophir.  
 U. L. ALBERTS, Rico.  
 L. S. BUSSEY, Dolores.  
 L. H. CLARK, Mancos.  
 H. L. TURRELL, Durango.

SPEED TABLE

SPEED PER HOUR	TIME OF PERFORMANCE			SPEED PER HOUR	TIME OF PERFORMANCE		
	1/4 MILE	1/2 MILE	1 MILE		1/4 MILE	1/2 MILE	1 MILE
1	M. S.	M. S.	M. S.	M. S.	M. S.	M. S.	
2	15	30	60	31	62	124	
3	10	20	40	20	40	80	
4	7	15	30	15	30	60	
5	6	12	24	12	24	48	
6	5	10	20	10	20	40	
7	4	8	16	8	16	32	
8	3	6	12	6	12	24	
9	3	5	10	5	10	20	
10	3	4	8	4	8	16	
11	2	3	6	3	6	12	
12	2	3	5	2	5	10	
13	2	2	4	2	4	8	
14	1	2	3	1	3	6	
15	1	1	2	1	2	4	
16	1	1	2	1	2	4	
17	1	1	2	1	2	4	
18	1	1	2	1	2	4	
19	1	1	2	1	2	4	
20	1	1	2	1	2	4	
21	1	1	2	1	2	4	
22	1	1	2	1	2	4	
23	1	1	2	1	2	4	
24	1	1	2	1	2	4	
25	1	1	2	1	2	4	
26	1	1	2	1	2	4	
27	1	1	2	1	2	4	
28	1	1	2	1	2	4	
29	1	1	2	1	2	4	
30	1	1	2	1	2	4	

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.

- TRAIN WORK.**—Trains must be made up systematically in loading order, which order will be preserved in taking or leaving cars. In loading freight, it must as far as practicable, be consolidated in full car lots 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 stations. Agents at terminals will transfer and consolidate the contents of lightly loaded cars.
- SPEED OF TRAINS.**—Trains must not exceed six miles per hour within the corporate limits of any city, and all trains when upon 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 bridges at Leon, and while passing through the tunnel at Pinerocville. All yard-class 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.
- Members of train crews must look over the air brakes, as well as general condition of the train before leaving Phillips Divide, Telluride, and Head, Mt. Wood and Gima and before passing through the stations and while the grades are steep. Trainmen 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 handle 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 knicked 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.
- 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 whether engine or passenger train. 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 Phillips 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 on grades releasing hand brakes and will test the air as explained in Rule 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 apparatus are in good condition.
- Five Granitic 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, as required by Air-Brake Instructions. When leaving terminal stations, as required by Air-Brake Instructions. When double-headed trains are run, the engine and train must be equipped with double-headed air-brake apparatus, and the engine 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.