

# The Rio Grande Southern Railroad Company

# EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, December 4, 1910.

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.

H. W. CLARKE,  
Second Vice-President and General Manager.

W. D. LEE,  
General Superintendent.

C. D. WOLFFINGER,  
Superintendent.



# FIRST DISTRICT=Ridgway and Rico

## SOUTHWARD

## NORTHWARD

SECOND CLASS		FIRST CLASS		MILES FROM RIDGWAY		Time Table No. 55 December 4, 1910		MILE FROM RICO		FIRST CLASS		SECOND CLASS		Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
FREIGHT	9	PASSGR	7	MIXED	5	STATIONS AND SIDINGS	D:	MIXED	6	PASSGR	8	FREIGHT	10	
Leave Daily A. M.	A. M.	Leave Daily P. M.	P. M.	Leave Daily A. M.	A. M.	D:	D:	Arrive Daily P. M.	P. M.	Arrive Daily A. M.	A. M.	Leave Daily P. M.	P. M.	
	9.05	4.20		4.35		RIDGWAY	D:			11.35		4.55		Y
	9.25	4.35		4.46		HAGGINS	D:	66.2		11.20		4.35		Y
	9.43	4.46		4.58		DEBT	D:	61.0		11.11		4.20		Y
	10.10	4.58		5.20		VALLEY VIEW	D:	58.0		11.00		4.00		Y
	10.45	5.20		5.30		DALLAS DIVIDE	D:	56.6		10.43		3.35		Y
	11.00	5.30		5.52		LEOPARD CREEK	D:	52.9		10.40		3.30		Y
	11.35	5.52		6.08		BROWN	D:	50.1		10.27		3.15		Y
	12.00	6.08		6.17		PLACERVILLE	D:	44.0		10.03		2.30		Y
	12.13	6.17		6.21		FALL CREEK	D:	39.6		9.46		2.05		Y
	12.20	6.21		6.31		SAW PIT	D:	37.1		9.34		1.58		Y
	12.32	6.31		6.50		WILSON	D:	36.0		9.30		1.38		Y
	1.00	6.50		8.05		VANCE JUNCTION	D:	38.6		9.23		1.22		Y
	1.25	8.05		8.25		AMPS	D:	28.4		9.05		1.00		Y
	2.25	8.25		8.45		OPHIR	D:	24.9		5.33		12.30		Y
	2.42	8.45		8.58		MATTERHORN	D:	21.2		5.18		12.10		Y
	3.02	8.58		9.05		TROUT LAKE	D:	19.5		5.10		11.45		Y
	3.30	9.05		9.22		LIZARD HEAD	D:	17.1		4.57		11.30		Y
	3.35	9.22		9.50		COKE OVENS	D:	13.6		4.43		11.15		Y
	4.13	9.50		10.00		BURNS	D:	5.7		4.13		10.55		Y
	4.45	10.00		10.10		RICO	D:	2.6		4.03		9.50		Y
	(7.40)	(2.30)		(2.05)		RICO	D:	3.53		3.53		9.00		Y

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		Time Table No. 55 December 4, 1910		MILES FROM TELLURIDE		NORTHWARD		FIRST CLASS		Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Wyes
PASSGR	7	MIXED	25	STATIONS AND SIDINGS	D:	MIXED	26	PASSGR	8	MIXED	26	PASSGR	8	
Leave Daily P. M.	P. M.	Leave Daily P. M.	P. M.	D:	D:	Arrive Daily A. M.	A. M.	Arrive Daily A. M.	A. M.	Leave Daily A. M.	A. M.	Leave Daily A. M.	A. M.	
	6.50	5.45		VANCE JUNCTION	D:	7.3	8.05	9.05		7.58	9.02		7.5	Y
	6.53	5.52		ANDERSON	D:	6.5	7.40	8.45		7.40	8.45		7.22	Y
	7.10	6.10		KEYSTONE	D:	3.4	7.34	8.39		7.34	8.39		10	Y
	7.15	6.15		SAN MIGUEL	D:	1.4	7.30	8.35		7.30	8.35		25	Y
	7.20	6.20		TELLURIDE	D:	7.3	7.30	8.35		7.30	8.35		109	Y
	(0.30)	(0.35)		(0.30)	(0.35)	(0.35)	(0.30)	(0.30)		(0.35)	(0.30)		144	Y

No Train or Engine will leave Telluride without clearance.



# SECOND DISTRICT=Rico and Durango

## SOUTHWARD

## NORTHWARD

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

Time Table No. 55  
December 4, 1910

MILES FROM RIDGWAY

MILES FROM DURANGO

MIXED  
Arrive Daily  
A.M.

FREIGHT  
Arrive Daily  
P.M.

FREIGHT  
Arrive Daily  
P.M.

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

STATIONS AND SIDINGS	MILES FROM RIDGWAY	MILES FROM DURANGO	SOUTHWARD		NORTHWARD	
			FIRST CLASS	SECOND CLASS	FIRST CLASS	SECOND CLASS
<b>FRISCO</b> 4.0	68.2	95.9	6	12		
<b>MONTELOSES</b> 4.8	70.2	91.9	6	12		
<b>KINGS</b> 5.7	74.5	87.6	6	12		
<b>BEAR GREER</b> 6.9	80.2	81.9	6	12		
<b>MULDOON</b> 7.9	85.9	76.2	6	12		
<b>RAYMOND</b> 9.1	90.2	71.9	6	12		
<b>STAPLETON</b> 10.0	96.3	65.8	6	12		
<b>DOLORES</b> 11.1	102.3	59.8	6	12		
<b>LOST GANON</b> 12.4	108.4	58.7	6	12		
<b>GLENGOE</b> 13.8	111.8	56.3	6	12		
<b>MILLWOOD</b> 15.6	115.6	46.5	6	12		
<b>MANCOS</b> 18.2	122.5	39.6	6	12		
<b>MENEFEE</b> 20.1	125.3	36.8	6	12		
<b>GRADY</b> 22.9	132.9	29.2	6	12		
<b>DIX</b> 25.6	138.5	25.6	6	12		
<b>CIWA</b> 29.9	141.2	20.9	6	12		
<b>HESPERUS</b> 31.0	145.6	16.5	6	12		
<b>UTE JUNCTION</b> 33.4	147.0	15.1	6	12		
<b>PINE RIDGE</b> 35.6	154.2	7.9	6	12		
<b>POPOWIE</b> 38.2	157.1	5.0	6	12		
<b>FRANKLIN</b> 41.4	159.3	2.8	6	12		
<b>DURANGO</b> 42.5	162.1	0.36	6	12		

(9.25)

(9.10)

(9.10)

(9.30)

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
- X—Wye
- B—Bulletin
- 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	
Ridgway and Dallas Divide.....	60 Class Engines Freight	Dolores and Glencoe.....	60 Class Engines Mixed
Vance Junction and Keystone...	70-80	Glencoe and Millwood.....	115-125
Placeville and Vance Junction...	70-80	Mancos and Cimarron.....	115-125
Vance Junction and Ophir.....	145-155	Durango and Cimarron.....	115-125
Ophir and Lizard Head.....	85-95	Dolores and Millwood.....	115-125
Rico and Lizard Head.....	80-100	Dolores and Rico.....	115-125
Placeville and Dallas Divide....	90-100	Ascending grades on Pandora.	150-160
		Enterprise and Ute branches.	150-160



**ADDITIONAL SPURS**  
Not Shown in Regular Time Table

LOCATION	MILE	NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT				
FIRST	3.0	JAY'S	7.	NORTH END
"	14.6	NOEL'S	3.	SOUTH END
"	17.1	SAW'S	10.	SOUTH END
"	21.5	LEONARD	10.	NORTH END
"	38.0	VANADIUM	11.	SOUTH END
"	35.3	LIME	3.	SOUTH END
"	36.4	BILK	15.	SOUTH END
"	43.9	BUTTERLY	15.	SOUTH END
"	54.4	SNOW	4.	SOUTH END
"	55.7	GALLAGHER	12.	DISCONTINUED
"	56.5	MURPHY	12.	NORTH END
"	64.7	WINKFIELD	8.	NORTH END
"	38.2	ILLUM	1.	NORTH END
PELLURIDE BR.	47.4	PANDOLA		
SECOND	124.57	BUCKLEY'S	5.	NORTH END
"	129.2	BRAYTON	7.	NORTH END
"	141.9	MAY DAY		SOUTH END
"	160.6	BELLS	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. 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	15	30	60	1	29	58	115
2	7	15	30	2	14	29	58
3	5	10	20	3	10	20	40
4	4	7	15	4	8	15	30
5	3	5	10	5	7	14	28
6	3	4	8	6	6	12	24
7	2	3	6	7	5	10	20
8	2	3	5	8	4	9	18
9	2	2	4	9	4	8	16
10	2	2	3	10	3	7	14
11	1	2	3	11	3	6	12
12	1	1	2	12	3	6	12
13	1	1	2	13	2	5	10
14	1	1	2	14	2	5	10
15	1	1	2	15	2	5	10
16	1	1	2	16	2	5	10
17	1	1	2	17	2	5	10
18	1	1	2	18	2	5	10
19	1	1	2	19	2	5	10
20	1	1	2	20	2	5	10
21	1	1	2	21	2	5	10
22	1	1	2	22	2	5	10
23	1	1	2	23	2	5	10
24	1	1	2	24	2	5	10
25	1	1	2	25	2	5	10
26	1	1	2	26	2	5	10
27	1	1	2	27	2	5	10
28	1	1	2	28	2	5	10
29	1	1	2	29	2	5	10
30	1	1	2	30	2	5	10

**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 be employed in the same direction. Conductors must observe the above in loading freight. Agents at way stations must hold small lots of freight to load on trains. Agents at way stations must observe the above 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, cities, and villages, and at crossing stations where switch engines are employed in train control, excepting 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.

All trains will reduce speed to six miles per hour over bridges at Lenard and while passing through the city of Durango. All second-class and irregular trains will reduce speed to six miles per hour in the city of Durango over bridges between Matherhorn and Arce, and over bridge 37 B near Bilk.

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 Canyon. The train must be in safe condition before descending the grade. During the test of air brake in safe condition, and while the air is applied, brakemen will turn up all retaining valves, and while the 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 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 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.

4. 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.

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. 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 trains 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 the air 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 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.

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 train in descending grades, the train must be stopped, a full inspection made, and remedied where it is possible for the train crew to do so, and report made of same.

14. In the handling of freight trains having Keystone Hill and the north side of Dallas Divide, but one (1) car having non-air or independent air brakes will be permitted to descend in solid coal or ore trains and not more than two (2) cars with non-air or independent 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 Art. 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 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 the question 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.

19. Passengers will not be carried on freight trains.

**F. E. PEAKE,**

Chief Dispatcher.