

The Rio Grande Southern Railroad Company

EMPLOYEES' TIME TABLE

To Take Effect ^{Thursday August 15} 12:01 A. M., ~~Sunday~~ January 21, 1912.

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. F. Brown
General 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

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

Time Table No. 58
January 21, 1912

STATIONS AND SIDINGS	MILES FROM RIDGWAY	MILES FROM RICO	FIRST CLASS		SECOND CLASS	
			MIXED PASSENGER	FREIGHT	MIXED PASSENGER	FREIGHT
Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.
RIDGWAY	0	66.2	10.30	3.25	10.30	3.25
HAGENS	5.2	61.0	10.15	3.00	10.15	3.00
VALLEY VIEW	9.6	56.6	9.55	2.48	9.30	2.48
DALLAS DIVIDE	13.3	52.9	9.38	2.05	9.10	2.05
LEOPARD CREEK	16.1	50.1	9.23	1.36	8.55	1.36
BROWN	22.2	44.0	8.58	1.60	8.25	1.60
PLACERVILLE	26.6	39.6	8.41	1.55	8.10	1.55
PALM CREEK	29.1	37.1	8.39	1.40	8.05	1.40
SAW PIT	30.2	36.0	8.35	1.34	8.00	1.34
WILSON	32.6	33.6	8.18	1.21	7.55	1.21
BLK	36.4	29.8	8.04	1.00	7.40	1.00
VANCE JUNCTION	37.8	28.4	8.00	10.50	7.30	10.50
AMERS	41.3	24.9	5.08	10.07	6.55	10.07
OPHIR	45.0	21.2	4.48	9.48	6.00	9.48
MATTHEHORN	46.7	19.5	4.05	9.30	5.45	9.30
TROUT LAKE	49.1	17.1	3.61	9.15	5.00	9.15
LIZARD HEAD	52.6	13.6	3.87	8.55	4.45	8.55
GALLAGHERS	55.7	10.5	3.81	8.30	4.40	8.30
COOKS	60.5	5.7	3.07	7.42	3.77	7.42
BURNS	63.6	2.6	2.05	7.20	2.35	7.20
RICO	66.2		2.05	7.00	2.15	7.00

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Hillway or Rico without clearance. Noel's Crossing. Mile Post 14.5 is a flag stop.

TELLURIDE BRANCH

SOUTHWARD

NORTHWARD

FIRST CLASS

NORTHWARD

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

STATIONS AND SIDINGS	MILES FROM RIDGWAY	MILES FROM TELLURIDE	FIRST CLASS		SECOND CLASS	
			MIXED PASSENGER	FREIGHT	MIXED PASSENGER	FREIGHT
Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily P. M.
VANCE JUNCTION	0	7.3	7.35	8.00	7.35	8.00
ANDERSON	38.6	6.5	7.28	7.55	7.28	7.55
KEYSTONE	41.7	3.4	7.10	7.40	7.10	7.40
SAN MIGUEL	43.7	1.4	7.04	7.34	7.04	7.34
TELLURIDE	45.1		7.00	7.30	7.00	7.30

No Train or Engine will leave Telluride without clearance.

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	SAM'S	10.	SOUTH END
"	21.5	LEONARD	10.	NORTH END
"	33.0	VANADIUM	1-3	SOUTH END
"	36.3	LIME	3.	SOUTH END
"	43.6	BUTTERFLY	15.	SOUTH END
"	54.4	SNOW	4.	See Regular Time Table
"	56.5	MURPHY	6.	See Regular Time Table
"	64.7	WINKFIELD	8.	See Regular Time Table
"	38.2	ILLUM	1.	NORTH END
TELLURIDE BR.	47.4	PANDORA		NORTH END
SECOND	113.9	LONGS	6.	SOUTH END
"	123.35	CRENSHAW	5.	See Regular Time Table
"	124.57	BUCKLEY'S	5.	See Regular Time Table
"	129.2	BRAVYON	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.
R. D. GARNETT, Dolores. *G. E. Murrell*
L. H. CLARK, Mancos.
H. L. TURRELL, Durango.

SPEED TABLE

SPEED PER HOUR	TIME OF PERFORMANCE			SPEED PER HOUR	TIME OF PERFORMANCE		
	1/2 MILE	1 MILE	1 MILE		1/2 MILE	1 MILE	1 MILE
1	M. S.	M. S.	M. S.	31	M. S.	M. S.	M. S.
2	15	0 30	0 60	32	0 29	0 58	1 16
3	7 30	0 0	0 30	33	0 28	0 56	1 14
4	5 0	0 15	0 30	34	0 27	0 54	1 12
5	3 45	0 0	0 15	35	0 26	0 52	1 10
6	2 50	0 0	0 0	36	0 25	0 50	1 8
7	2 15	0 0	0 0	37	0 24	0 48	1 7
8	1 45	0 0	0 0	38	0 23	0 46	1 6
9	1 20	0 0	0 0	39	0 22	0 44	1 5
10	1 0	0 0	0 0	40	0 21	0 42	1 4
11	0 45	0 0	0 0	41	0 20	0 41	1 3
12	0 30	0 0	0 0	42	0 19	0 40	1 2
13	0 15	0 0	0 0	43	0 18	0 39	1 1
14	0 0	0 0	0 0	44	0 17	0 38	1 0
15	0 0	0 0	0 0	45	0 16	0 37	0 59
16	0 0	0 0	0 0	46	0 15	0 36	0 58
17	0 0	0 0	0 0	47	0 14	0 35	0 57
18	0 0	0 0	0 0	48	0 13	0 34	0 56
19	0 0	0 0	0 0	49	0 12	0 33	0 55
20	0 0	0 0	0 0	50	0 11	0 32	0 54
21	0 0	0 0	0 0	51	0 10	0 31	0 53
22	0 0	0 0	0 0	52	0 9	0 30	0 52
23	0 0	0 0	0 0	53	0 8	0 29	0 51
24	0 0	0 0	0 0	54	0 7	0 28	0 50
25	0 0	0 0	0 0	55	0 6	0 27	0 49
26	0 0	0 0	0 0	56	0 5	0 26	0 48
27	0 0	0 0	0 0	57	0 4	0 25	0 47
28	0 0	0 0	0 0	58	0 3	0 24	0 46
29	0 0	0 0	0 0	59	0 2	0 23	0 45
30	0 0	0 0	0 0	60	0 1	0 22	0 44

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 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.
- 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, must strike the ground at an empty car. 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 Laramie and while passing through the town of Laramie. All second-class trains at Vance Junction and Rico. All trains will reduce speed to eight miles per hour over bridges between Mattoon and Armo.
- 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, Altiwood and Cima and put same in safe condition before descending the grade. When the air brakes are released, the train must be under control 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. Great care must be exercised to see that there is no hand brake on all the cars before the adjustment. Brakemen must try the attention must be paid to all rods and brake connections, brake shoes and
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F. E. PEAKE,
Chief Dispatcher.