

The Rio Grande Southern Railroad Company

EMPLOYEES' TIME TABLE

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

J. RUSSELL,
Asst. to 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

SECOND CLASS

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

STATIONS AND SIDINGS	MILES FROM RIDGWAY	MILES FROM RICO	SOUTHWARD		NORTHWARD					
			7 PASSGR Leave Daily P. M. Ex. Sunday	5 MIXED Leave Daily A. M. Ex. Sunday	6 MIXED Arrive Daily P. M. Ex. Sunday	8 PASSGR Arrive Daily A. M.	10 FREIGHT Arrive Daily P. M. Ex. Sunday			
RIDGWAY	0	0	9:20	4:20						
HAGENS	5.2	66.2	9:45	4:35						
VALLEY VIEW	7.3	61.0	10:06	4:46						
DALLAS DIVIDE	9.6	58.9	10:30	4:58						
LEOPARD CREEK	13.3	56.6	11:05	5:20						
BROVYN	16.1	52.9	11:27	5:28						
PLACEVILLE	22.2	50.1	11:59	5:52						
FALL CREEK	26.6	44.0	12:25	6:08						
SAW PT	29.1	39.6	1:00	6:17						
WILSON	30.2	37.1	1:30	6:31						
VANCE JUNCTION	32.6	36.0	1:38	6:31						
AMERS	37.8	33.6	2:15	6:50						
OPHIR	41.3	28.4	3:05	7:45						
MATTHEBORN	45.0	24.9	3:35	8:10						
TROUT LAKE	46.7	21.2	4:05	8:40						
LIZARD HEAD	49.1	19.5	4:30	8:50						
GALLAGHERS	52.6	17.1	5:00	9:05						
COKE OVENS	55.7	13.6	5:22	9:36						
BURNS	60.5	10.5	6:04	9:52						
RICO	66.2	5.7	6:20	10:20						

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Ridgway or Rico without clearance. Neel's Crossing. Mile Post 14.6 is a flag stop.

TELLURIDE BRANCH

SOUTHWARD

FIRST CLASS

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	SOUTHWARD		NORTHWARD	
			7 PASSGR Leave Daily P. M. Ex. Sunday	25 MIXED Leave Daily P. M. Ex. Sunday	26 MIXED Arrive Daily P. M. Ex. Sunday	8 PASSGR Arrive Daily A. M.
VANCE JUNCTION	0	0	6:50	3:20		
ANDERSON	37.8	7.3	6:53	3:27		
KEYSTONE	38.6	6.5	7:10	3:45		
SAN MIGUEL	41.7	3.4	7:15	3:50		
TELLURIDE	43.7	1.4	7:20	3:55		

No Train or Engine will leave Telluride without clearance.

(0.30) (0.35)

(0.30) (0.30)

(0.30) (0.30)

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
"	38.0	VANADIUM	13.	SOUTH END
"	36.3	LIME	2.	SOUTH END
"	36.4	BILK	13.	SOUTH END
"	43.9	BUTTERFLY	1.	SOUTH END
"	64.4	SNOW	4.	NORTH END
"	66.6	MURPHY	6.	DISCONNECTED
"	64.7	WINKFIELD	8.	NORTH END
"	38.2	ILLIUM	1.	NORTH END
TELLURIDE BR.	47.4	PANDORA		
SECOND	118.9	LONGS	6.	SOUTH END
"	138.35	CRENSHAW	5.	NORTH END
"	124.67	BROCKLEY'S	7.	NORTH END
"	126.2	BRAYTON	7.	NORTH END
"	136.8	SPONSEL	2.	NORTH END
"	141.9	MAY DAY	1.	SOUTH END
"	148.8	FORT LEWIS	8.	DISCONNECTED
"	160.6	BELLS	1.	SOUTH END

REGISTERING STATIONS

B. Ridgeway	Manacos
Placeville	B. Durango
B. Vance Junction	
B. Telluride	
B. Rico	
Dolores	
LOCAL SURGEONS	
J. W. O'CONNOR, Chief Surgeon, Denver.	
C. V. BATES, Ridgeway.	
E. HADLEY, Telluride.	
W. F. FARABA, Ophir.	
U. L. ALBERS, Rico.	
H. S. BUSSEY, Dolores.	
L. H. CLARK, Manacos.	
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 MILE		1/2 MILE	1 MILE	1 MILE	1 MILE
30	0	0	0	0	0	0	0	0	0
31	0	0	0	0	0	0	0	0	0
32	0	0	0	0	0	0	0	0	0
33	0	0	0	0	0	0	0	0	0
34	0	0	0	0	0	0	0	0	0
35	0	0	0	0	0	0	0	0	0
36	0	0	0	0	0	0	0	0	0
37	0	0	0	0	0	0	0	0	0
38	0	0	0	0	0	0	0	0	0
39	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0
41	0	0	0	0	0	0	0	0	0
42	0	0	0	0	0	0	0	0	0
43	0	0	0	0	0	0	0	0	0
44	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0
46	0	0	0	0	0	0	0	0	0
47	0	0	0	0	0	0	0	0	0
48	0	0	0	0	0	0	0	0	0
49	0	0	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0	0	0
51	0	0	0	0	0	0	0	0	0
52	0	0	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0	0	0
54	0	0	0	0	0	0	0	0	0
55	0	0	0	0	0	0	0	0	0
56	0	0	0	0	0	0	0	0	0
57	0	0	0	0	0	0	0	0	0
58	0	0	0	0	0	0	0	0	0
59	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0

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 full cars and freight, it must as far as practicable, be conservative of other cars having priority. The least number of cars required to make up a train must occupy the full length of the train. Conductors must observe the above in going to the engine house. 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.

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 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.

3. **SPEDD 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 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.

4. **ALL TRAINS WILL REDUCE SPEED TO SIX MILES PER HOUR OVER BRIDGE AT LEONARD, AND WHILE PASSING THROUGH THE TOWN OF PLACEVILLE.** 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.

5. **MEMBERS OF TRAIN CREWS MUST LOOK OVER THE AIR BRAKES, AS WELL AS GENERAL CONDITION OF THE TRAIN BEFORE LEAVING DALLAS DIVIDE, TELLURIDE, LEONARD HEAD, MILLWOOD AND CIMAS 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 test card will be applied to the mechanic beam of the usual air brake. In test card will be applied to the mechanic beam (4) inches on freight cars and five (5) inches on passenger cars. Great care must be exercised to see that there is no air passing on all the cars before the adjustment. Brakemen must try the hand brakes on all the cars before the 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.

6. Test of train must not be made from helper engine before it cuts off, but must be made from the 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 in case of air failure. Usually hand brakes should be set on cars at or near the head end of the train.

11. Trainmen must assist in holding passenger trains with hand brakes on cars where the retaining passenger trains if found necessary, in order to keep the train under perfect control, and be ready to stop the train should the air fail.

12. 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 observation 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 ore trains, and not more than two (2) cars with non-air or inoperative 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 must use every effort to keep the train together, and where 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 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 on the air-brake coupling. 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 for-ward engine man must operate the air-brake. Pushing engines must always have air-brake coupled.

19. Passengers will be carried on trains 9, 10, 11 and 12.

F. E. PEAKE,
Chief Dispatcher.