# The Rio Grande Southern Lailroad Company

# EMPLOYES TWE 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.

D. WOLFINGER,

Superintendent.

Arrive Daily Arrive Daily (7.3) [Leave Daily Leave Daily Dai	Leave Daily Daily Leave Daily	THWARD		7.85 7.85 6 7.58 8 8.15 8 8.15 8 8.15 8 8.23 8 8.30 8 8.50	WILLES FROM RIDGWAY 45.5. 20.5. 7.5. 20.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5. 7.5. 20.5.	DE RIDGWAY DE HAGENS  HAGENS  LEOPAND CREEK  BROWN  D DALLAS DIVIDE BR AGENS  LEOPAND CREEK  BROWN  D PLACERVILLE PY  FALL CREEK  BROWN  D PLACERVILLE PY  FALL CREEK  BROWN  D VANCE JUNCTION ME  SAW PIT  SAW PIT  SAW PIT  SAW PIT  SAW PIT  BROWN  D VANCE JUNCTION ME  COKE JUNCTION  COKE JUNCTION  BROWN  D LIZARD LAKE BX  COKE JUNCTION  COKE JUNCTION  ROWN  GELLURIDE BRANCH  Time Table No. 63  May 2, 1915  STATIONS  AND SIDINGS  AND SIDINGS  D VANCE JUNCTION ME  STATIONS  AND SIDINGS  AND SIDINGS  D VANCE JUNCTION ME  STATIONS  AND SIDINGS  D VANCE JUNCTION ME  ANDERSON ME  STATIONS  AND SIDINGS  D VANCE JUNCTION ME  STATIONS  AND SIDINGS  D VANCE JUNCTION ME  ANDERSON ME  STATIONS  AND SIDINGS  D VANCE JUNCTION ME  ANDERSON ME  STATIONS  AND SIDINGS  D VANCE JUNCTION ME  ANDERSON ME  ANDERSON ME  ANDERSON ME  TELLURIDE DO  (7.8)	11.4 8.4 6.5 7.3 TELLURIDE NO. 17.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10	5.20 5.20 5.20 5.20 6.4.17 6.4.15 6.28 6.28 6.28 6.28 6.28 6.28 6.28 6.28	10.30 10.30 10.36 10.06 10.06 10.06 10.06 10.38 9.38 9.38 9.38 9.38 9.38 9.38 9.38 8.41 8.41 8.29 8.29 8.29 8.29 8.29 8.20 8.20 8.20 8.20 8.20 8.20 8.20 8.20	Arrière Dally  Arrière Dally  3.25 3.00 2.46 2.30 2.10 2.10 2.10 11.55 11.55 11.40 11.34 11.21 10.50 10.50 10.60 10.60 10.60 10.700 8.28 7.42 7.20 7.20 7.20 (8.25)
S	9 FREIGHT	T T	7 PASSGR	R MIXED	LES FROM RI	May 2, 1915 STATIONS	MILES PROM	6	PASSGR	10
Cappy   March   Marc	FREIGHT	7	7 PASSG		S FROM	STATIONS	LES PR		8 PASSGK	1O FREIGHT
A.20	FREIGHT	1 13	PASSG	R MIXED		STATIONS		MIXED	PASSGK	FREIGHT
4.30	Leave Daily	dity	Leave Da	fly Leave Daff		AND SIDINGS		P. M.	Arrive Daily	Arrive Daily
C 4.36   5.2   HAGENS   61.0   7.016     C 4.46   7.3   DETI   5.5     C 4.46   9.5   9.5     C 4.47   9.5     C 5.50   13.3   DALLAS TYDEE   8.5     C 5.50   13.3   DALLAS TYDEE   8.5     C 6.50   9.5   16.1   LEOVARDO REEKK   90.1     C 6.50   9.5   9.5     C 7.55   41.3   0.000 0.0 AMPS   8.5     C 8.50   9.5   9.5     C 9.50   9.5   9.5     D 122A STATIONS   1.5   1.5     C 9.50   9.5   9.5     D 122   9.5   9.5     D 122   9.5   9.5     D 123   9.5   9.5     D 124   9.5   9.5     D 125   9.5     D 125   9.5     D 125   9.5   9.5	9.20	0	4.20			RIDGWAY			10.30	3.25
4.46   1.3   Dallay Pierr   58.9   10.06	9.45	5	f 4.86		5.2	HAGENS	61.0	-	10.15	3.00
Francisco   Part   Pa	10.06	3	4.46		7.8	DETI DETI	58.9		10.06	2.46
5.20   13.3   DALLAS DYUDE IN 52.9   9.35	10.30	0	f 4.58		9.6	VALLEY VIEW	56.6		9.55	2.30
5.30   16.1   LEOPALD CREEK   50.1   1 9.29	11.05		5.20		18.3	DALLAS DIVIDE	52.9		9.38	2.10
1.5.53   22.2   B.O.Y.   44.0   1.8.58   8.008   8.008   22.2   B.O.Y.   44.0   1.8.58   8.41   1.5	11.27	7	f 5.30		16.1	00	50.1	-	9.22	1.35
Color   Colo	11.59	9	f 5.52		22.2	BROWN	44.0	-	8.58	12.50
Col.	1.00		s 6.08		26.6	PLACERVILLE	39.6	60	8.41	12.25
Co.21   So.2   Saw Pit   So.5   Co.20   Co.2	1,13		f 6.17		29.1	FALL CREEK	37.1	*	8.29	11.40
Co.31   S2.6   WILSON   S3.6   Co.30   Co.30	1.20		f 6.21		30.2	SAW PIT	36.0	1	8.25	11.34
0.50   7.35   57.8   D VANCE JUNCTION M   28.4   5.20   8.00	1.38	100	f 6.31		32.6	WILSON	33.6	5	8.18	11.21
T.55   41.3	2.15		6.50	77	87.8	VANCE JUNCTION	28.4	5.20	8.00	10.50
S	3.00			f 7.55	41.3	AMES	24.9 f	5.08		10.07
First class   Matter Brance   Noel's, Mile Post 14.6 is a flag stop.	3.35			s 8.15	45.0	орнів	21.2	4.52		9.43
First class	4.05			f 8.23	46.7	11.27	19.5 f	4.42	23.0	9.30
S.53   S2.6   LIZARD HEAD Bx   13.6   4.16     S.53   S2.6   Corresponding     S.54   Corresponding     S.57   Corresponding     S.57   Corresponding     S.58   Corresponding     S.58   Sure     S.59   S3.6   Corresponding     S.50   S.30   S3.6     S.30   S.17     No Train or Engine will leave Ridgway or Rico without clearance.   Noel's, Mile Post 14.6 is a flag stop.    TELLURIDE BRANCH     FIRST CLASS     PASSGR MIXED     Carre Daily Leave Malar     S.50   S.20   S7.8     S.50   S.27   S8.6   AND SIDINGS     S.50   S.27   S8.6   ANDERSON     S.45   41.7   KEYSTONE     S.50   S.55   45.1   D TELLURIDE Do     TELLURIDE Do     T.10   S.55   45.1   D TELLURIDE Do     T.10   T.34   T.36   T.34     T.30   T.30   T.34   T.34     T.30   T.30   T.34   T.34     T.30   T.34   T.35   T.36     T.30   T.34   T.34   T.34     T.30   T.34   T.35   T.36     T.30   T.34   T.36   T.36     T.30   T.34   T.36   T.36     T.30   T.34   T.36   T.36     T.30   T.30   T.30     T.30   T.30   T.30	5.00			f 8.35	49.1	TROUT LAKE	17.1 f	4.30		9.15
Solidaria   Soli	5.05			8.52	52.6	LIZARD HEAD	18.6	4.17		8.55
COKE OVERS   COK	5.22			9.05	55.7	GALLAGHERS 4.8	10.5	4.01		8.28
First class	5.50			f 9.20	60.5	COKE OVENS	5.7 f	3.47		7.42
Arrive flait Arr	6.10			f 9.32	63.6	BURNS	2.6 f	3.85		7.20
Arrive Bally Arrive Daily   Arrive Daily   Arrive Daily   Arrive Daily	6.30			9.52	66.2	RICO		3.15		7.00
(2.30)   (2.17)   (2.30)   (2.17)   (2.30)   (	Arrive Daily	9	Arrive Dai	Arrive Daily		(86.2)	F	cave DailyL	eave Daily A. M.	Leave Daily
Telluride Branch   First class   Time Table No. 63   Max 2, 1915   Mixed Passgr	0	ar mile posts I	1000	(2.17) a or Engine	will leav.	Ridgway or Rico without clearance	-	(2.05) Mile Post	(2.30) 14.6 is a flag stop.	(8.25)
Time Table No. 63   Max	are located near				1	ELLURIDE BRANCH	Control of			
MIXED S W May 2, 1915  MIXED S W MAY 2, 1915  STATIONS AND SIDINGS  5.20 87.8 b VANCE JUCTION MI 7.3  5.45 41.7 KEYSTONE 8.4  5.56 45.1 b TELLURIDE Do 14	are located near	HWARD	FIRST	-			DE	FIRST C	LASS	NORTHWARD
5.20 87.8 b VANCE JUNCTION MI 7.3 5.27 88.6 AND SIDINGS 5.27 88.6 AND SIDINGS 5.45 41.7 KEYSTONE 8.4 5.50 48.7 SAN MIGUEL 1.4 5.56 45.1 b TELLURIDE Do	ure located near		PASSGE Leave Dail	MIXED MIXED		May 2, 1915 STATIONS	FELLUR	MIXED I	PASSGR	
6.27 38.6 ANDERSON 6.5 f 5.45 41.7 KEYSTONE 3.4 f 5.50 48.7 SAN MIGUEL 1.4 5.65 45.1 D TELLURIDE Do	are located near SOUTH		8.50			1886		7.35	8.00	
f     5.45     41.7     KEYSTONE     3.4       f     5.50     48.7     SAN MIGUEL     1.4       5.55     45.1     D     TELLURIDE     Do	are located near SOUTH		0.00	5.27	38.6	ANDERSON	6.5	7.28	7.53	
1 5.50 43.7 SAN MIGURL 1.4 5.55 45.1 D TELLURIDE Do	are located near		6.53	f 5.45	41.7	KEYSTONE	3.4 f	7.10 f	7.40	
5.55 45.1 D TELLURIDE Do	are located near		6.58 f 7.10	f 5.50	48.7	SAN MIGUEL	1.4 f	7.04 f	7.84	The property in
	are located near		6.58 f 7.10		1000	TELLURIDE		7.00	7.80	

1	
1	
	SECOND
1	- 0
1	100
1	- 4
1	7
1	11.5
1	35.44
1	
1	1000
ч	17000
-	
1	
1	
4	All parts
п	110
1	
9	31
1	
1	
и	v
1	DISTRICT
П	-
1	
П	11/10
o	100
	1.7
J	( )
з	111
-	III G
п	
1	
а	
и	
н	100
ч	
п	
1	
з	107 ee
	100
э	
1	
ı	
п	100
ø	100
ø	
1	
в	100
п	10.0
4	7
ı	100
U	-KICO AND
ø	
1	
ı	
1	
1	
.,	-
1	-
ı	C
ı	9
١	7
	Z
	NY.
	CKA
	CKA
	CHAI
	CHAIN
	OKAN
	OKANO
	OKANG
	OKANG
	UKANGO
	DUKANGO

(10.36) (6.26) (6.20)	Arrive Daily Arrive Daily (95.9) Leave Daily P. M.	5.50 4.25 162.1 D; DURANGO Dx 8.50	5.36 ff 4.14 159.3 FRANKLIN 2.8 ff 9.01	5.22 f 4.08 157.1 PORTER 5.0 f 8.10	5.05 f 3.58 154.2 PINE RIDGE 7.9 f 9.24	4.25 f 3.34 147.0 UTE JUNCTION 15.1 f 9.55	4.00 ft 3.29 145.6 d hesperus Ht 16.5 8 10.01	3.30 3.10 141.2 D CIMA Bx 20.9 10.18	136.5 DIX 25.6 f	2.38   f 2.38   182.9   G (MP 131) GRADY Bx 29.2 f 10.46	f 2.01 125.8	1.05 s 1.47 122.5 D MANGOS Mx 39.6 s 11.25	12.35 f 1.20 115.6 MILLEWOOD 46.5 f 11.55	11.45 f 1.05 111.8 G GLENCOE Bx 50.8 f 12.10	10.50 f 12.35 108.4 LOST CANON 58.7 f 12.35	10.30 12.30 102.8 D DOLORES D) 59.8 1.00 12.40	10.02 f 11.52 96.3 STAPLETON 65.8 f 1.17	9.35 f 11.35 90.2 d BAYMOND Bx 71.9 f 1.35	9.15 f 11.20 85.9 MULDOON 76.2 f 1.50	8.43 f 11.00 80.2 G BEAR ORDER B; 81.9 f 2.10	8.10 f 10.40 74.5 KINGS 87.6 f 2.30	7.45 f 10.21 70.2 MONTELORES 91.9 f 2.48	7.15 10.00 66.2 D RICO 80 95.9 3.10	AND SIDINGS	FREIGHT MIXED STATIONS OF MIXED	
(10.10)	A. M.	7.35	7.55	8.15	8.41	9.30	9.40	10.10	10.34	10.52	11.24	11.45	12.85	1.05	1.45	1.50	2.40	3.10	3.35	4.10	4.45	5.15	5.45	Arrive Daily P. M.	FREIGHT	

50

# **EXPLANATION OF CHARACTERS**

-Coal f-Stop on Signals

D-Day (only) Telegraph Offices

1-Stop for Meals

# ENGINE RATING IN TONS OF 2,000 POUNDS

FIRST DISTRICT	60 Class Engines Freight	47 Class Engines Mixed	45% class Engines Mixed	SECOND DISTRICT	60 Class Engines Freight	47 Class Engines Mixed	45 1-2 class Engines Mixed
Ridgway and Dallas Divide	######################################	8888888	8888588	Dolores and Glencoe. Glencoe and Milwood. Mancos and Cima.  Marcos and Cima.  Marcos and Milwood. Dolores and Rico. A scending grades on Pandora, Enterprise and Ute branches,	255553	8 88888 8	8 288888

## Not Shown in Regular Time Table ADDITIONAL SPURS

LOCATION	мпте	NAMES	CAPACITY
FIRST	3.0	JAY'S	
34.76	14.6	NOEL'S	
"	17.1	SAM'S	
	29.7	PRIMOS	
,,	33.0	MUIDANAV	
z	35.3	LIME	
3	36.4	BILK	
	43.9	BUTTERFLY	
"	54.4	SNOW	
	56.5	MURPHY	
	59.3	TIMBER	
**	64.7	WINKFIELD	
TELLURIDE BR.	38.2	MULTI	
SECOND	88.2	CARTER	1
	113.7	S.CTALL	
2 :	128.85	CRENSHAW	
	124.57	BUCKLEY'S	
	129.2	SPONSEL	
"	141.9	MAY DAY	
**	160.6	BELL'S	

Dolores	B. Telluride	B. Vance Junction	Placerville	B. Ridgway
000			B. Durango	Mancos
			ogo	So

# LOCAL

C

69258228334465088355

855288845098540137027

0000000000000000000000000000000000000

55555665777885555222222222222222222

3

00000000000000

- H. CLARK, Mancos.

# REGISTERING STATIONS

SPEED

TABLE

TIME OF PERFORMANCE

1 MILE

Hill Lefour	9100		THE STATE OF THE S	OHOUTE O	Darango	Mancos	Manual And
9	20-10	a (1)	2 4	10-	MILLES	HOUR	SPEED
				75 0 30		% миля	TIME C
				58	-	1/2 MILE	TIME OF PERFORMAN
				88		1 мп.е	MANCE
39	88.7 88.7	88	282	321	MILES	HOUR	SPEED

# SURGEONS

- W. O'CONNOR, Chief Surgeon, Denver. V. BATES, Ridgway.
- W. F. FARRAR, Ophir. HADLEY, Telluride.
- U. L. ALBERS, Rico.
- Ħ. S. Bussey, Dolores

## L. TURRELL, Durango

# SPECIAL RULES AND REGULATIONS.

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 kinked hose, or any leaks in air pipes and connections.

do so, 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.

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.

helper engine goes with the train. Test of train must not be made from helper engine before it cuts but must be made from engine taking train down grade, unless the

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 inst-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 Leonard, and while passing through the town of Placerville. All second-class und 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 Annes.

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 carloads 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

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

has proceed. No train will be allowed to leave these stations, until the engineer to been advised by the conductor in person that the train is ready to

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, Millwood 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 ascertant 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 needle beam of the ear, stating nature of defect. Piston travel must be adjusted to four (4) inches on passenger cars. Great care must be exercised to see that there is no show under the shoes in making the adjustment. Brakemen must try the hand brakes on all the cars before trains leave these stations. Particular than the cars before trains leave these stations, Particular than the cars before trains leave these stations. Trainmen must assist in holding passenger trains with hand brukes 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.

F nailing, 9 use of nails in hose for the purpose of preventing

RIGHTS OF TRAINS-North-Bound Trains have absolute right of track over South-Bound Trains of the same or inferior class. should be applied. leakage to air brake couplings, should not be practiced, but new hose

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 ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or 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 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 secertain whether or not running gear and brake appliances are in good condition.

 Rio Grande Southern employes will be governed by General and Regulations in effect on the Denver and Rio Grande Railroad. Rules

18. AIR BRAKES—The air-bose, 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 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 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.

E. PEAKE, Chief Dispatcher.