

The Rio Grande Southern Railroad Company

EMPLOYEES' TIME TABLE.

To Take Effect 12:01 A. M., Sunday, April 23, 1916

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.

J. RUSSELL,
Vice-President.

C. B. CARPENTER,
Superintendent.

FIRST DISTRICT--RIGDWAY 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.

9		7		5		MILES FROM RIDGWAY		Time Table No. 64 APRIL 23, 1916		MILES FROM RICO		6		8		10	
FREIGHT		PASSGR MIXED		PASSGR MIXED				STATIONS AND SIDINGS				MIXED		PASSGR		FREIGHT	
Leave Daily A. M.	Arrive Daily P. M.	Leave Daily P. M.	Arrive Daily A. M.	Leave Daily A. M.	Arrive Daily P. M.							Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily A. M.	Leave Daily P. M.	Arrive Daily P. M.	Leave Daily A. M.
9:30	9:50	4:20	4:45	4:20	4:45	5.2		RIGDWAY	66.2	10:30	10:10	9:55	9:40	9:25	9:10	8:55	8:40
9:45	9:55	4:35	4:40	4:45	4:50	5.2		HAGENS	61.0	10:15	10:06	9:55	9:46	9:30	9:15	9:00	8:45
	10:15		4:46	4:51	4:56	7.3		DEPT	58.9	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	10:30		4:58	5:03	5:08	9.6		VALLEY VIEW	56.6	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	11:05		5:20	5:25	5:30	13.3		DALLAS DIVIDE	52.9	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	11:10		5:28	5:33	5:38	16.1		LEOPARD CREEK	50.1	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	11:27		5:30	5:35	5:40	22.2		BROWN	44.0	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	11:59		5:52	5:57	6:02	26.6		PLACERVILLE	38.6	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	12:25		6:08	6:13	6:18	29.1		FALL CREEK	37.1	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	1:00		6:17	6:22	6:27	30.2		SAW PIT	36.0	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	1:13		6:21	6:26	6:31	32.6		WILSON	33.6	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	1:38		6:31	6:36	6:41	37.8		VANCE JUNCTION MI	28.4	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	2:15		6:50	6:55	7:00	41.3		AMPS	24.9	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	2:35		7:00	7:05	7:10	45.0		ORFLE	21.2	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	3:00		7:55	8:00	8:05	46.7		MATTHEBORN	19.5	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	3:35		8:28	8:33	8:38	49.1		TROUT LAKE	17.1	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	4:05		8:36	8:41	8:46	52.6		LIZARD HEAD	13.6	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	4:30		8:50	8:55	9:00	53.7		GALLAGHERS	10.5	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	5:05		9:15	9:20	9:25	58.5		COCK OVENS	5.7	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	5:22		9:25	9:30	9:35	63.6		BURNS	2.6	9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	5:50		9:32	9:37	9:42	66.2		RICO		9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	6:10		9:45	9:50	9:55					9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35
	6:30		10:20	10:25	10:30					9:55	9:55	9:46	9:37	9:20	9:05	8:50	8:35

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Ridgway or Rico without clearance. No Train or Engine will leave VANCE JUNCTION MI without clearance. No Train or Engine will leave TELLURIDE without clearance.

TELLURIDE BRANCH

SOUTHWARD

FIRST CLASS

MIXED

NORTHWARD

Time Table No. 64
APRIL 23 1916

Time Table No. 64
APRIL 23 1916

Time Table No. 64
APRIL 23 1916

7		25		MILES FROM RIDGWAY		Time Table No. 64 APRIL 23 1916		MILES FROM TELLURIDE		26		8	
PASSGR MIXED		PASSGR MIXED				STATIONS AND SIDINGS				MIXED		PASSGR	
Leave Daily P. M.	Arrive Daily A. M.	Leave Daily P. M.	Arrive Daily A. M.					Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily P. M.	Leave Daily A. M.
6:50	6:50	6:50	6:50	37.8		VANCE JUNCTION MI	7.3	7:35	8:00	7:40	7:20	7:40	7:40
	6:50		6:50	38.6		ANDERSON	6.5	7:35	8:00	7:40	7:20	7:40	7:40
	6:50		6:50	41.7		KEYSTONE	3.4	7:35	8:00	7:40	7:20	7:40	7:40
	6:50		6:50	43.7		SAN MIGUEL	1.4	7:35	8:00	7:40	7:20	7:40	7:40
	6:50		6:50	45.1		TELLURIDE		7:35	8:00	7:40	7:20	7:40	7:40

6:30 <th colspan="2">7:30 <th colspan="2">8:30 <th colspan="2">9:30 </th></th></th>		7:30 <th colspan="2">8:30 <th colspan="2">9:30 </th></th>		8:30 <th colspan="2">9:30 </th>		9:30	
Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily P. M.	Leave Daily A. M.	Arrive Daily P. M.	Leave Daily A. M.
6:30	6:30	7:30	7:30	8:30	8:30	9:30	9:30
6:30	6:30	7:30	7:30	8:30	8:30	9:30	9:30

No Train or Engine will leave Telluride without clearance. (0:30) (0:30) (0:30) (0:30)

SECOND DISTRICT--RICO AND DURANGO

SOUTHWARD				NORTHWARD			
SECOND CLASS	FIRST CLASS	MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM DURANGO	FIRST CLASS	SECOND CLASS	Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
11 FREIGHT Leave Daily A. M.	5 MIXED Leave Daily		Time Table No. 64 APRIL 23, 1916		6 MIXED Arrive Daily P. M.	12 FREIGHT Arrive Daily P. M.	
7:15	9:55	62.2	RICO 4.0	3:10	3:25	8:00	144
8:15	10:10	70.2	MONTELORES	2:55	8:10	7:35	12
8:40	10:26	74.5	KINGS	2:40	2:37	4:45	24
9:10	10:44	80.2	BEAR CREEK	2:23	2:19	4:10	39
9:40	11:08	88.9	MULDOON	2:00	2:19	3:35	36
9:35	11:27	90.2	RAYMOND	1:40	1:57	3:10	39
10:23	11:45	96.3	STAPLETON	1:22	1:37	2:40	40
10:30	12:05	102.3	DOLORRES	1:05	1:20	2:10	40
10:45	12:30	108.4	LOST CANYON	12:40	1:20	1:50	97
11:20	1:05	111.8	GLENCOE	12:35	1:20	1:45	40
12:20	1:30	116.6	MILLWOOD	11:50	1:45	1:05	29
1:15	1:47	122.5	MANCOS	11:20	1:45	1:40	45
1:55	2:01	128.3	MENEPPER	11:09	1:24	1:25	9
2:35	2:38	132.9	GRADY	10:51	10:51	10:47	35
3:03	3:03	136.5	DIX	10:20	10:44	10:29	19
3:30	3:30	141.2	QIMA	10:15	10:30	10:05	16
4:15	4:00	146.6	HESPERUS	9:55	10:11	9:35	44
4:35	4:25	147.0	THE JUNCTION	9:50	10:03	9:25	37
5:05	5:05	154.2	PINE RIDGE	9:19	9:34	8:36	34
5:22	5:22	157.1	POHNER	9:05	9:20	8:10	149
5:36	5:36	158.3	FRANKLIN	8:55	9:11	7:50	
5:50	5:50	162.1	DURANGO	8:45	9:00	7:30	302 1/2
10:05 (10:00)	(6:30)	(95.9)	(95.9)	(6:25)	(40:15)	10:00	

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, Glance, 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—Bulbings
 X—Turn Table
 C—Coal
 f—Stop on Signals

D—Telegraph Box
 S—Scales
 I—Standard Clock
 O—Water
 f—Stop for Meals
 D—Day (only) Telegraph Offices

REGISTERING STATIONS

RICO AND DURANGO

R. RIDGWAY
 PLACERVILLE
 B. VANCE JUNCTION
 B. TELLERIDE
 B. RICO
 DOLORRES
 MANCOS
 B. DURANGO

LOCAL SURGEONS

RICO AND DURANGO

J. W. O'CONNOR, CHIEF SURGEON, DENVER
 C. V. BATES, RIDGWAY
 F. G. KLOTZ, TELLERIDE
 W. F. FARRAR, OPHER
 U. L. ALBERS, RICO
 H. C. LEROUX, DOLORRES
 L. H. CLARK, MANCOS
 H. L. TORRELL, DURANGO

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
"	18.8	WADE	2	NORTH END
"	29.7	PRIMOS	3	SOUTH END
"	33.0	VANADIUM	13	SOUTH END
"	35.3	LIME	3	SOUTH END
"	36.4	BULK	16	SOUTH END
"	43.9	BUTTERFLY	1	SOUTH END
"	54.4	SNOW	4	DISCONNECTED
"	56.5	MURPHY	6	NORTH END
"	59.3	TIMBER	6	NORTH END
"	64.7	WINEFIELD	6	NORTH END
"	68.2	ILLUM	1	NORTH END
TELLURIDE BR.				
SECOND	72.7	GARBARERO	2	NORTH END
"	109.0	SMALLEY	2	NORTH END
"	113.64	SOULEN	3	NORTH END
"	118.9	LONGS	6	SOUTH END
"	124.57	BUCKLEY'S	5	DISCONNECTED
"	129.2	BRAYTON	7	NORTH END
"	138.6	RYANSEL	2	NORTH END
"	150.47	MADAY	3	SOUTH END
"	160.6	BEELS	3	SOUTH END

SPECIAL RULES AND REGULATIONS.

RIGHT 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 its location 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 the 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.

All trains will reduce speed to six miles per hour over bridges 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 Reno. All trains will reduce speed to eight miles per hour over bridges between Matchorn and Ames.

3. Members of train crews must look over the air brakes, as well as general condition of the train before leaving Dallas Divide, Tolubridge, Lizard Head, Millwood and Chino 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 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 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

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

Number of Tons of Cars and Loading in addition to Engine and Choosie, which the different classes of Engines will haul from and to the stations shown under favorable and unfavorable weather conditions. (A) rating will be handled, except Superintendent may authorize either rating (B) or (C).

FROM	TO		CLASS 85		CLASS 70		CLASS 60	
	A	B	A	B	A	B	A	B
Ridgway	115	104	92	115	104	92	55	85
Dallas Divide	700	700	700	700	700	700	700	700
Placeville	230	207	184	230	207	184	910	109
Vance Junction	140	126	112	140	126	112	120	108
Ohair	155	140	124	155	140	124	155	129
Lizard Head	700	700	700	700	700	700	700	700
Dallas Divide	800	800	800	800	800	800	800	800
Placeville	275	248	220	275	248	220	255	230
Chino	700	700	700	700	700	700	700	700
Chino	150	171	152	150	171	152	170	153
Durango	700	700	700	700	700	700	700	700
Chino	190	171	152	190	171	152	170	153
Maroon	700	700	700	700	700	700	700	700
Millwood	190	171	152	190	171	152	170	153
Glencoe	800	800	800	800	800	800	800	800
Dallas Divide	275	248	220	275	248	220	255	230
Lizard Head	700	700	700	700	700	700	700	700
Ohair	755	700	124	755	700	124	755	700
Vance Junction	700	700	700	700	700	700	700	700
Placeville	800	800	800	800	800	800	800	800
Dallas Divide	155	140	124	155	140	124	155	129
Ridgway	475	475	475	475	475	475	475	475
Vance Junction	115	104	92	115	104	92	55	85
Ohair	103	92	80	103	92	80	55	85
Keystone	875	888	800	875	888	800	850	850
Telluride	850	850	850	850	850	850	850	850
Keystone	475	475	475	475	475	475	475	475
Vance Junction	115	104	92	115	104	92	55	85
Franklin Junction	200	200	200	200	200	200	200	200

and brake connections, brake shoes and levers, key bolts and split keys, and Coupler 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 defects of kindred hose, or any leaks in air pipes and connections.

4. Train and engine crews must know 53 far as lies in their power to do so, the exact condition of their brake apparatus on the entire train.

5. The conductor must also make an inspection of his air brakes appertaining to see that in an emergency, that the tender brakes are working in full, and that full pressure is obtained before starting.

6. Test of main must not be made from helper engine before it starts, helper engine goes with the train.

7. After brakes have been released on passenger cars, and before train starts from the station, the retaining valves 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. Conductors 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 class of cars in the train.

10. Trainmen must assist in holding freight trains with hand brakes; hand brakes on as many cars as necessary to 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 do not in proper working order, or in order to keep train under perfect control, and be ready to stop the train should the air fail.

11. The nutting or use of nails in ties for the purpose of preventing leakage to air brake couplings, should not be practiced, but new ties 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 brakes on train in descending grades, the train must be stopped, a full inspection made, and defect 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 hopper active air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or hopper active 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 of cars retaining 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, they will also take advantage of any stop they make to thoroughly inspect train to ascertain whether or not retaining 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 Donner 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 trains before leaving terminal stations, as required by Air-Brake Instructions. When double-headed cars 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.

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

F. E. PEAKE,

Chief Dispatcher.