The Rio Grande Southern Railroad Company

EMPLOYES' TIME TABLE

66

TO TAKE EFFECT 12:01 A. M. SUNDAY, MARCH 28, 1920

This Time Table is for the Guidance of Employes Only, and is Not Intended for the Use of the Public, or as an Advertisement of any Train. The Company Reserves the Right to Vary from It at Pleasure.

J. RUSSELL,
General Manager

C. B. CARPENTER,
Superintendent

IMPRINT: THE RIDGWAY SUN

FIRST DISTRICT--RIDGWAY AND RICO

SOUTHWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS	MILES FROM RIDGWAY	Time Table No. 66 MARCH 28, 1920 STATIONS AND SIDINGS	MILES FROM RICO	NORTHWARD FIRST CLASS	NORTHWARD SECOND CLASS	NORTHWARD THIRD CLASS	Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
		9 FREIGHT		5 MIXED	7 PASSGR				8 PASSGR	6 MIXED	10 FREIGHT	
		Leave Daily		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	
		10.00 AM			3.45 PM		D: RIDGWAY Ds	66.2	10.45 AM		4.25 PM	Y C T 118 S
		10.30 8			f 4.00 10	5.2	5.2 HAGEN	61.0	f 10.30 9		4.00 7	33
		10.49			4.13	7.3	2.1 DETI	58.9	10.22		3.45	13
		11.15			f 4.21	9.6	2.3 VALLEY VIEW	56.6	f 10.10		3.30	11
		11.50			4.50	13.3	3.7 DALLAS DIVIDE	52.9	9.53		3.05	Y 52
		11.55			4.53		2.8		9.50		3.00	
		12.10 PM			f 5.00	16.1	6.1 LEOPARD CREEK	50.1	f 9.37		2.35	12
		12.40			f 5.22	22.2	4.4 BROWN	44.0	f 9.14		1.40	W 25
		1.05 10			s 5.38	26.6	D PLACERVILLE Pv	39.6	s 8.57		1.05 9	Y 42
		1.35					2.5				12.35	
		1.50			f 5.47	29.1	1.1 FALL CREEK	37.1	f 8.45		12.20	7
		2.05			f 5.51	30.2	2.6 SAW PIT	36.0	f 8.41		12.04 PM	7
		2.30			f 6.02	32.6	5.2 WILSON	33.6	f 8.34		11.50	27
		3.10		7.50 AM	6.20 PM	37.8	D VANCE JUNCTION Mi	28.4	8.15 AM	5.25 PM	11.10	Y C 75
		3.30					3.5				10.50	
		4.05		f 8.10		41.3	3.7 AMES	24.9		f 5.15	10.30	W 5
		4.57 6		s 8.30		45.0	D OPHIR Hi	21.2		s 4.57 9	10.00	19
		5.20		f 8.38		46.7	1.7 MATTERHORN	19.5		f 4.47	9.45	22
		5.45		f 8.50		49.1	2.4 TROUT LAKE	17.1		f 4.35	9.30	W 28
		6.10		9.05 10		52.6	3.5 LIZARD HEAD	13.6		4.22	9.10	Y 28
		6.15		9.07			3.1			4.20	9.05 5	
		6.30		9.20		55.7	GALLAGHER	10.5		4.06	8.40	12
		7.00		f 9.35		60.5	4.9 COKE OVENS	5.7		f 3.47	7.55	W 24
		7.20		f 9.47		63.6	3.1 BURNS	2.6		f 3.33	7.35	31
		7.35 PM		10.00 AM		66.2	2.6 D RICO Ro			3.25 PM	7.15 AM	Y W C S 144
		Arrive Daily		Arrive Daily	Arrive Daily		(66.2)		Leave Daily	Leave Daily	Leave Daily	
		(9.35) 7.0		(2.10) 18.1	(2.35) 15.0		Time over District Average Speed per Hour		(2.20) 15.1	(2.00) 14.2	(9.10) 7.2	

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Ridgway or Rico without clearance. Noel, Mile Post 14.6 is a flag stop. Telegraphone at Lizard Head and Dallas Divide.
Vanadium, M. P. 33 is Stop for Trains 7 and 8.

TELLURIDE BRANCH

SOUTHWARD

SECOND CLASS		FIRST CLASS	MILES FROM RIDGWAY	Time Table No. 66 MARCH 28 1920 STATIONS AND SIDINGS	MILES FROM TELLURIDE	NORTHWARD FIRST CLASS	NORTHWARD SECOND CLASS	Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Wyes
25 MIXED		7 PASSGR				8 PASSGR	26 MIXED	
Leave Daily		Leave Daily				Arrive Daily	Arrive Daily	
5.25 PM		6.20 PM	37.8	D VANCE JUNCTION Mi	7.3	8.15 AM	7.50 AM	Y C 75
		6.22	38.6	.8 ANDERSON	6.5	8.13		Y 22
f 5.50		f 6.40	41.7	3.1 KEYSTONE	3.4	f 7.55	f 7.25	10
f 5.55		f 6.45	43.7	2.0 SAN MIGUEL	1.4	f 7.49	f 7.19	25
6.00 PM		6.50 PM	45.1	1.4 D TELLURIDE Do		7.45 AM	7.15 AM	109 Y W S
Arrive Daily		Arrive Daily		(7.3)		Leave Daily	Leave Daily	
(0.35) 12.5		(0.30) 14.0		Time over District Average Speed per Hour		(0.30) 14.6	(0.35) 12.5	

No Train or Engine will leave Telluride without clearance.

SECOND DISTRICT--RICO AND DURANGO

SOUTHWARD

THIRD CLASS			SECOND CLASS				MILES FROM RIDGWAY	Time Table No. 66 MARCH 28, 1920 STATIONS AND SIDINGS	MILES FROM DURANGO	NORTHWARD SECOND CLASS				THIRD CLASS				Car Capacity of Passing Tracks and Location of Scales, Water, Fuel and Turning Stations.
		11 FREIGHT Leave Daily				5 MIXED Leave Daily				6 MIXED Arrive Daily				12 FREIGHT Arrive Daily				
		7.35 AM				10.10 AM	66.2	D RICO 4.0 Ro	95.9	3.15 PM				5.40 PM				§ C W Y 144
		8.05				f 10.25	70.2	MONTELORES 1.3	91.9	f 3.00				5.15				12
		8.30				f 10.41	74.5	KING 5.7	87.6	f 2.45				4.45				24
		9.00				f 10.59	80.2	BEAR CREEK 5.7	81.9	f 2.22				4.10				29
		9.30				f 11.23	85.9	MULDOON 4.3	76.2	f 2.05				3.35				35
		9.50				f 11.42	90.2	RAYMOND 6.1	71.9	f 1.45				3.10				39
		10.18				f 12.00 PM	96.3	STAPLETON 6.0	65.8	f 1.27				2.40				40
		10.50 11.05				¶ 12.20 12.45 6	102.3	D DOLORES Dj 1.1	59.8	¶ 1.10 12.45 5				2.10 2.05				W Y 97
		11.10				f 12.50	103.4	LOST CANON 6.4	58.7	f 12.40				2.00				40
		12.10 6 PM				f 1.20 12	111.8	GLENCOE 3.8	50.3	f 12.10 11 PM				1.20 5				Y 29
		12.35 12				f 1.35	115.6	MILLWOOD 6.9	46.5	f 11.55				12.35 11 PM				41
		1.10 1.25				§ 2.00	122.5	D MANCOS Mx 2.8	39.6	§ 11.25				11.40				Y W 45
		1.45				f 2.13	125.3	MENEFEE 7.6	36.8	f 11.14 12				11.14 6				9
		2.45				f 2.48	132.9	GRADY 3.6	29.2	f 10.46				10.36				35
		3.02 5				f 3.02 11	136.5	DIX 4.7	25.6	f 10.34				10.20				19
		3.35				3.20 3.22	141.2	CIMA 4.4	20.9	10.20 10.18				10.05				16
		4.05				f 3.40	145.6	D HESPERUS Hs 1.4	16.5	e 10.00				9.35				W 44
		4.25				f 3.44	147.0	UTE JUNCTION 7.2	15.1	f 9.55				9.25				Y C 37
		4.55				f 4.08	154.2	PINE RIDGE 2.9	7.9	f 9.24				8.35				34
		5.12				f 4.17	157.1	PORTER 2.2	5.0	f 9.10				8.10				149
		5.26				f 4.24	159.3	FRANKLIN 2.8	2.8	f 9.01				7.50				
		5.40 PM				4.35 PM	162.1	D DURANGO Dg (95.0)		8.50 AM				7.30 AM				W T 302 S
		Arrive Daily				Arrive Daily				Leave Daily				Leave Daily				
		(10.05) 9.5				(6.25) 14.9		Time over District / Average Speed per Hour		(6.25) 14.9				(10.10) 9.2				

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 Vance Junction, 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, time used by trains in passing over the same, and average speed per hour.

- N—Day and Night Telegraph Offices
- D—Day (only) Telegraph Offices
- S—Regular Stop
- Y—Wye
- B—Bulletins
- T—Turn Table
- C—Coal
- f—Stop on Signals
- □—Telegraph Box
- §—Scales
- ‡—Standard Clock
- W—Water
- ¶—Stop for Meals

REGISTERING STATIONS

B. RIDGWAY
PLACERVILLE
B. VANCE JUNCTION
B. TELLURIDE
B. RICO
DOLORES
MANCOS
B. DURANGO

LOCAL SURGEONS

J. W. O'CONNOR, CHIEF SURGEON, DENVER
B. B. SLICK, RIDGWAY
C. H. TIDD, TELLURIDE
H. C. LEFURGEY, DOLORES
L. H. CLARK, MANCOS
A. W. ROBBINS, DURANGO

G. W. DENSMORE,
TRAVELING ENGINEER-TRAINMASTER,
DURANGO.
F. E. PEAKE,
CHIEF DISPATCHER
W. L. MILLER,
DISPATCHER
RIDGWAY.

ADDITIONAL SPURS
NOT SHOWN IN REGULAR TIME TABLE.

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT	MILE			
FIRST	3.0	JAY	7	NORTH END
"	14.6	NOEL	3	SOUTH END
"	17.1	SAMS	10	SOUTH END
"	18.8	WADE	2	NORTH END
"	25.3	OMEGA	9	SOUTH END
"	29.7	PRIMOS	6	SOUTH END
"	33.0	VANADIUM	13	SOUTH END
"	35.3	LIME	3	SOUTH END
"	36.4	BILK	8	SOUTH END
"	43.9	BUTTERFLY	21	SOUTH END
"	54.4	SNOW	4	DISCONNECTED
"	56.5	MURPHY	16	NORTH END
"	59.3	TIMBER	6	NORTH END
"	64.7	WINKFIELD	5	NORTH END
TELLURIDE BR.	38.2	ILIUM	1	NORTH END
SECOND	71.7	GARBARENO	6	NORTH END
"	106.7	SMALLEY	6	NORTH END
"	113.5	SOULEN	9	NORTH END
"	118.9	LONG	6	SOUTH END
"	129.2	BRAYTON	7	NORTH END
"	138.8	SPONSEL	2	NORTH END
"	141.9	MAY DAY	-	SOUTH END
"	150.5	DENBY	9	SOUTH END
"	160.6	BRICK YARD	8	SOUTH END

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

Number of Tons of Cars and Lading, in addition to Engine and Caboose, 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	C	A	B	C	A	B	C
Ridgway	Dallas Divide	115	104	92	115	104	92	95	85	76
Dallas Divide	Placerville	700	700	700	700	700	700	700	700	700
Placerville	Vance Junction	230	207	184	230	207	184	210	190	169
Vance Junction	Ophir	140	126	112	140	126	112	120	108	96
Ophir	Lizard Head	155	140	124	155	140	124	135	122	108
Lizard Head	Rico	700	700	700	700	700	700	700	700	700
Rico	Dolores	800	800	800	800	800	800	800	800	800
Dolores	Glencoe	275	248	220	275	248	220	255	230	204
Glencoe	Millwood	190	171	152	190	171	152	170	153	136
Millwood	Mancos	700	700	700	700	700	700	700	700	700
Mancos	Cima	190	171	152	190	171	152	170	153	136
Cima	Durango	700	700	700	700	700	700	700	700	700
Durango	Cima	190	171	152	190	171	152	170	153	136
Cima	Mancos	700	700	700	700	700	700	700	700	700
Mancos	Millwood	190	171	152	190	171	152	170	153	136
Millwood	Glencoe	700	700	700	700	700	700	700	700	700
Glencoe	Dolores	800	800	800	800	800	800	800	800	800
Dolores	Rico	275	248	220	275	248	220	255	230	205
Rico	Lizard Head	155	140	124	155	140	124	135	122	108
Lizard Head	Ophir	700	700	700	700	700	700	700	700	700
Ophir	Vance Junction	700	700	700	700	700	700	700	700	700
Vance Junction	Placerville	800	800	800	800	800	800	800	800	800
Placerville	Dallas Divide	155	140	124	155	140	124	135	122	108
Dallas Divide	Ridgway	475	475	475	475	475	475	475	475	475
Vance Junction	Keystone	115	104	92	115	104	92	95	85	76
Keystone	Telluride	375	338	300	375	338	300	350	315	280
Telluride	Keystone	850	850	850	850	850	850	850	850	850
Keystone	Vance Junction	475	475	475	475	475	475	475	475	475
Franklin Junction	Calumet	115	104	92	115	104	92	95	85	76
Calumet	Franklin Junction	475	475	475	475	475	475	475	475	475

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. 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 bridge at Leonard, and while passing through the town of Placerville. 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.

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

3. 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.

4. 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.

5. 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.

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

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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. 4.

15. 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.

16. WITHIN YARD LIMITS, THE MAIN TRACK MAY BE USED, PROTECTING AGAINST FIRST CLASS TRAINS.

SECOND AND INFERIOR CLASS AND EXTRA TRAINS MUST MOVE WITHIN YARD LIMITS, PREPARED TO STOP, UNLESS THE MAIN TRACK IS SEEN OR KNOWN TO BE CLEAR.

Trains while standing within yard limits or at stations protected by yard limit boards, in stormy or foggy weather, or where the view is obscured and where the head or rear end of their train is so situated that it cannot be seen by approaching train, must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

17. On approaching a station at which a train should stop or take the siding to meet or be passed by another train, the conductor must give the engineman a stop signal, and the engineman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16(D) for this purpose.

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

19. 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-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.

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