



# Rio Grande Southern R. R.

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## EMPLOYES' TIME TABLE

### No. 14

To take Effect at 12:01 o'clock A. M., July 24, 1892.

**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.

**Standard Time, 105th Meridian.**

# RIO GRANDE SOUTHERN RAILROAD.

FIRST DISTRICT—RIDGWAY JUNCTION TO RICO.

SOUTHWARD				MILES FROM RIDGWAY JUNCTION.	TIME TABLE No. 14				MILES FROM RICO.	NORTHWARD				CAR CAPACITY OF SIDING, WYES WATER AND COAL.	
2d Class		1st Class			July 24, 1892					1st Class		2d Class			
11	Freight		5 Rice and Durage Mail and Ex		STATIONS AND SIDINGS					6	Ridgway Jc Mail and Ex		12 Freight		
Lv. Daily Ex. Sun. A. M.			Lv. Daily P. M.		D	RIDGWAY JUNCTION	Ds	66.2	4.25			Ar. Daily Ex. Sun. P. M.		3.10	Y O X 118
9.30			12.30			5.2 HAGENS		61.0	f 4.10			f 2.50		33	
f 9.50			f 12.45	5.2		4.4 HILLSIDE SPUR		56.6	f 3.50			f 2.20		12	
f 10.20			1.05	9.6		3.7 DALLAS DIVIDE	Dv	52.9	s 3.35			2.00 1.50		Y 52	
10.50 11.00			s 1.20	13.3		2.8 LEOPARD CREEK		50.1	f 3.25			1.30 1.25		12	
f 11.15			f 1.30	16.1		6.1 BROWN		44.0	f 3.00			f 12.45		O 25	
f 11.50			f 1.50	22.2	D	4.4 PLACERVILLE	Pv	39.6	s 2.43			s 12.15		Y 42	
s 12.15			s 2.05	26.6		2.5 FALL CREEK		37.1	f 2.35			f 12.00		28	
f 12.30			f 2.15	29.1		3.5 DEEP CREEK		33.6	f 2.25			f 11.40		27	
f 12.50			f 2.25	32.6		5.1 VANCE JUNCTION	Mj	28.5	f 2.10 1.50			11.10 10.50		Y 67	
1.20 1.50			2.40 3.00	37.7	D	7.2 OPHIR		21.3	f 1.25			f 10.10		6	
f 2.30			f 3.30	44.9		1.8 SAN BERNARDO		19.5	f 1.15			f 9.55		22	
f 2.45			f 3.40	46.7		2.4 TROUT LAKE		17.1	f 1.05			f 9.40		O 28	
f 3.00			f 3.50	49.1	D	3.5 LIZARD HEAD	Ft	13.6	s 12.50			9.20 9.10		Y 28	
3.20 3.30			s 4.05	52.6		7.9 COKE OVENS		5.7	f 12.18			f 8.30		O 24	
f 4.10			f 4.37	60.5		3 BURNS		2.7	f 12.10			f 8.15		31	
f 4.25			f 4.47	63.5		2.7 RICO	Ro		12.01 11.50			8.00		Y O 144	
4.40			4.55 5.05	66.2	D	(66.2)			P. M. Lv. Daily			A. M. Lv. Daily Ex. Sun.			

(7.35) (4.25) (4.24) (7.25)

No Train or Engine must exceed six miles an hour over high bridge, eight miles west of Ridgway Junction, or high bridge at Haskell's Spur. Water tanks are located one-quarter mile west of Hillside Spur, and two miles west of Deep Creek, and at mile posts 41 and 48. No Train or Engine will leave Ridgway Junction, Vance Junction or Rico without special orders or clearance ticket. All Engines must blow the whistle and ring the bell frequently while running between Fall Creek and South Fork. No Train or Engine will exceed a speed of eight miles per hour over bridges between San Bernardo and the spur track near Ames.

### 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. X—Turn Table. □—Telegraph Box.  
 s—Regular Stop. ●—Coal. —Scales. ○—Water.  
 Y—Wye. f—Stop on Signals. +—Standard Clock. —Stop for Meals.  
 B—Bulletins. D—Day (only) Telegraph Offices.

### 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 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 district terminals will transfer and consolidate the contents of lightly loaded cars. Not more than two engines must be coupled to one Passenger Train. If more power is required, trains must be divided.
- SPEED OF TRAINS.** Trains must not exceed six miles per hour within the corporate limits of towns or cities. Special Passenger Trains and Light Engines must not exceed the running time of First-Class Trains, nor Extra Freight and Work Trains that of Second-Class Trains.
- Rio Grande Southern Employees will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Railroad.
- 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. Straight air will be used on Mixed and Freight Trains. 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 engine man must operate the air-brake. Pushing Engines must always have air-brake coupled.
- Passengers will not be carried on Freight Trains.
- No Train or Engine will exceed schedule time on grades exceeding 100 feet per mile. All trains will reduce speed to six miles per hour in passing through the town of Placerville, and all second class and irregular trains will reduce speed to six miles per hour in yard limits at Vance Junction and Rico.

A. S. MELDRUM, Train Master.      W. D. LEE, Superintendent.      OTTO MEARS, President.

# RIO GRANDE SOUTHERN RAILROAD.

SECOND DISTRICT—RICO TO DURANGO.

SOUTHWARD				TIME TABLE No. 14				NORTHWARD			
				July 24, 1892							
				STATIONS AND SIDINGS							
SECOND CLASS		FIRST CLASS	MILES FROM RICO AND DURANGO MAIL & EX.	MILES FROM RIDGWAY JCT.		MILES FROM DURANGO		FIRST CLASS		SECOND CLASS	CAR CAPACITY OF SIDINGS, WYVES, WATER & COAL.
7 Freight		5 Rico and Durango Mail & Ex.						6 Ridgway Jct. Mail & Express		8 Freight	
Lv. Daily Ex. Sun. A. M.		Lv. Daily P. M.						Ar. Daily A. M.		Ar. Daily Ex. Sun. P. M.	
9.00		4.55 5.05	66.2	D	RICO	Ro	95.7	12.01 11.50		5.35	Y O 144
f 9.20		f 5.17	70.2		MONTELORES		91.7	f 11.37		5.17 5.10	33
f 9.45		f 5.30	74.4		KINGS		87.5	f 11.25		f 4.55	
10.15		f 5.45	80.1	□	BEAR CREEK	Au	81.8	f 11.07		4.25	30
f 10.33		f 5.55	83.7		RED ROCK		78.2	10.58		f 4.05	
10.45		f 6.00	85.8		MULDOON		76.1	f 10.52		f 3.55	36
10.52		f 6.13	88.0		STONY CREEK		73.9	f		o	
f 11.20		f 6.30	90.0	□	RAYMOND	Rd	71.9	f 10.40		f 3.35	39
f 11.50		f 6.30	96.1		STAPLETON		63.8	f 10.25		f 3.05	36
12.20		f 6.50	102.3	D	DOLORES	Dj	59.6	s 10.10		2.30 2.20	O Y 78
12.50		f 7.10	102.3		GLENCOE	Ge	50.6	f 9.40		f 1.35	24
f 1.35		f 7.40	111.3	□	MILWOOD		46.6	f 9.25		s 1.10	39
s 2.00		f 7.55	115.3	□	MANCOS	Mx	40.0	s 9.00		12.35 12.05	O 45
2.35		s 8.15	121.9	D	MENEFE		36.8	f 8.52		f 11.45	18
2.45		f 8.25	125.1		BRAYTON	By	32.9	f 8.40		f 11.25	63
f 3.05		f 8.40	129.0	D	AWYO		31.2	f		O Y 39	
f 3.30		f 8.55	133.3	□	THE HOOK	K	28.6	f 8.25		f 11.00	39
f 4.00		f 9.25	141.1	□	PARADOX	Hf	20.8	f 7.58		s 10.20	21
s 4.45		f 9.38	145.0		HESPERUS		16.9	f 7.40		f 9.55	O 39
f 5.05		f 9.45	147.0		UTE JUNCTION.		14.9	f 7.30		f 9.40	45
f 5.20		f 10.02	153.9		PINE RIDGE		8.0	f 7.10		f 9.05	36
f 5.55		s 10.12	156.8	D	PORTER	Pr	5.1	s 7.00		s 8.45	Y 100
s 6.10		10.30	161.9	D	DURANGO	Dg		6.40		8.15	O X 302
6.35					95.7			A. M. Lv. Daily		A. M. Lv. Daily Ex. Sun.	

(6.35) (5.25) (5.10) (9.20)  
 No Train or Engine will leave Rico or Durango without special order or clearance ticket.  
 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.  
 All Second-Class and Irregular Trains will reduce speed to six miles per hour in yard limits at Rico.

## TELLURIDE BRANCH.

SOUTHWARD				TIME TABLE No. 14				NORTHWARD			
				July 24, 1892							
				STATIONS AND SIDINGS							
2d Class		1st Class	MILES FROM RICO AND DURANGO MAIL & EX.	MILES FROM RIDGWAY JCT.		MILES FROM PANDORA		1st Class		2d Class	CAR CAPACITY OF SIDINGS, WYVES, WATER AND COAL.
29 Freight		25 Telluride Mixed						26 Edgway Mixed		28 Freight.	
Lv. Daily Ex. Sun. A. M.		Lv. Daily P. M.						Ar. Daily P. M.		Ar. Daily Ex. Sun. A. M.	
11.00		3.00	37.7	D	VANCE JUNCTION	M	9.7	2.00		10.00	Y 75
11.20		3.20	41.7		KEYSTONE		5.7	1.40		9.30	10
11.25		3.25	43.6		SAN MIGUEL		3.8	1.35		9.25	25
11.40		3.35	45.0	D	TELLURIDE	Do	2.4	1.30		9.20	O Y 109
			47.4		PANDORA						36
A. M. Ar. Daily Ex. Sun.		P. M. Ar. Daily			9.7			P. M. Lv. Daily		A. M. Lv. Daily Ex. Sun.	

(6.40) (6.35) (6.30) (6.40)  
 No Train or Engine will leave Vance Junction or Telluride without special order or clearance ticket.  
 All Second-Class and Irregular Trains will reduce speed to six miles per hour in yard limits at Vance Junction.

## ADDITIONAL SPURS NOT SHOWN IN REGULAR TIME-TABLES

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT	MILE			
First	17.1	SAM'S SPUR	7.	North End.
"	21.5	HASKELL'S SPUR	10.	"
"	24.0	TATE'S SPUR	5.	South End.
"	34.3	LIME KILN SPUR	4.	"
"	36.4	SOUTH FORK	35.	"
"	43.7	AMES SPUR	12.	"
"	50.4	HEIBLER'S SPUR	4.	North End.
"	54.7	GALLAGHER'S SPUR	12.	"
"	64.7	WINKFIELD'S SPUR	4.	"
Second	83.5	RED ROCK SPUR	10.	North End.
"	112.3	BARNES	15.	South End.
"	140.4	CHERRYDALE	8.	"
"	145.6	COAL SPUR	21.	"
"	160.7	SHIELDS' SPUR	6.	North End.
"	161.0	BELL'S SPUR	10.	South End.
<b>REGISTERING STATIONS</b>				
B. Ridgway	Dolores			
Placerville	Mancos			
B. Vance Junction	B. Durango			
B. Telluride				
Lizard Head				
B. Rico				