



RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

No. 17.

To take Effect at 12.01 O'clock A. M., June 11, 1893.

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.

STANDARD TIME, 105th MERIDIAN.

RIO GRANDE SOUTHERN RAILROAD.

FIRST DISTRICT—RIDGWAY TO RICO.

| SOUTHWARD. | | | | TIME TABLE No. 17. | | | | NORTHWARD. | | | | | | |
|--|--|------------------------------------|------|------------------------|-----------------------|----|--------|--------------------|---------------------|------------------------------------|-------------------------------|--|--------|---|
| 2 ^D CLASS. | | 1 ST CLASS. | | MILES FROM RIDGWAY. | STATIONS AND SIDINGS. | | | | MILES FROM RICO. | 1 ST CLASS. | | 2 ^D CLASS. | | CAP. CAPACITY OF COACHES, WAGONS, WATER & COAL. |
| 11 FREIGHT. | | 5 DURANGO MAIL & EXPRESS. | | | JUNE 11, 1893. | | | | | 6 RIDGWAY MAIL & EXPRESS. | | 12 FREIGHT. | | |
| Lv. Daily Ex. Sun. A. M. | | Lv. Daily P. M. | | | | | | Ar. Daily A. M. | | Ar. Daily Ex. Sun. P. M. | | | | |
| 8.15 | | 2.15 | | | D ₁ | Ds | 66.2 | 11.00 | | | 2.10 | Y | 118 | |
| 8.35 | | 2.27 | 5.2 | | | Ds | 61.0 | 10.45 | | | 1.50 | f | 33 | |
| 9.05 | | 2.48 | 9.8 | | | Ds | 56.6 | 10.26 | | | 1.20 | f | 11 | |
| 9.35 | | | | | | Dv | 52.9 | 10.15 | | | 1.00 | Y | 52 | |
| 9.45 | | 3.05 | 13.3 | | | Dv | 50.1 | 10.05 | | | 12.50 | f | 12 | |
| 10.00 | | 3.15 | 16.1 | | | Dv | 44.0 | 9.40 | | | 11.50 | o | 25 | |
| 10.05 | | 3.35 | 22.2 | | | Dv | 39.6 | 9.22 | | | 11.20 | Y | 42 | |
| 10.45 | | 3.50 | 26.6 | | | Dv | 37.1 | 9.15 | | | 11.05 | o | 28 | |
| 11.20 | | 4.00 | 29.1 | | | Dv | 37.1 | 9.15 | | | 11.05 | o | 28 | |
| 11.35 | | 4.10 | 32.6 | | | Dv | 33.6 | 9.05 | | | 10.45 | f | 27 | |
| 11.55 | | 4.25 | 37.8 | | | Dv | 28.4 | 8.50 | | | 10.15 | Y | 67 | |
| 12.25 | | 4.45 | | | | Dv | 25.2 | 8.45 | | | 9.55 | o | 25 | |
| 12.50 | | 4.58 | 41.0 | | | Dv | 21.2 | 8.34 | | | 9.37 | o | 25 | |
| 1.08 | | 5.15 | 45.0 | | | Dv | 19.5 | 8.20 | | | 9.15 | o | 19 | |
| 1.30 | | 5.25 | 46.7 | | | Dv | 17.1 | 8.12 | | | 9.00 | o | 22 | |
| 1.45 | | 5.35 | 49.1 | | | Dv | 13.6 | 8.03 | | | 8.45 | o | 28 | |
| 2.00 | | 5.50 | 52.6 | | | Dv | 5.7 | 7.50 | | | 8.25 | Y | 28 | |
| 2.20 | | 6.16 | 60.5 | | | Dv | 2.6 | 7.20 | | | 8.15 | o | 24 | |
| 2.30 | | 6.23 | 63.6 | | | Dv | 7.00 | 7.10 | | | 7.35 | o | 24 | |
| 3.10 | | 6.31 | 66.2 | | | Dv | 7.00 | 7.00 | | | 7.20 | o | 31 | |
| 3.25 | | | | | | Dv | 7.00 | 7.00 | | | 7.05 | Y | 144 | |
| 3.40 | | | | | | Dv | 7.00 | 7.00 | | | 7.05 | o | 144 | |
| P. M. Ar. Daily Ex. Sun. (7.25) | | P. M. Ar. Daily. (4.15) | | | | Dv | (36.2) | (4.00) | | | A. M. Lv. Daily. (7.05) | A. M. Lv. Daily Ex. Sun. (7.05) | (7.05) | |

Water tanks are located one-quarter mile south of Hillside Spur, and two miles south of Deep Creek.
No Train or Engine will leave Ridgway, Vance Junction or Rico without special orders or clearance ticket.

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—Bulletins.

X—Turn Table.
●—Coal.
f—Stop on Signals.

—Telegraph Box.
S—Scales.
S—Standard Clock.

○—Water.
f—Stop for Meals.
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.

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 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.

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 high bridges,

eight miles south of Ridgway, and at Haskell's spur; also 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 San Bernardo and Ames.

All engines must blow the whistle and ring the bell frequently while running between Fall Creek and South Fork.

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

4. 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 engineman must operate the air-brake. Pushing Engines must always have air-brake coupled.

5. Passengers will not be carried on freight trains.

A. S. MELDRUM, TRAIN MASTER. W. D. LEE, SUPT. OTTO MEARS, PRESIDENT.

RIO GRANDE SOUTHERN RAILROAD.

SECOND DISTRICT—RICO TO DURANGO.

| SOUTHWARD. | | | | TIME TABLE No. 17. | | | | NORTHWARD. | | | |
|--------------------------------|--------------------------------|------------------------------|--------------------|---------------------|-----------------------|---------------------|------------------------------|--------------------|-----------------------|--------------------------------|---|
| 2 ^D CLASS. | | 1 ST CLASS. | | MILES FROM RIDGWAY. | STATIONS AND SIDINGS. | MILES FROM DURANGO. | 1 ST CLASS. | | 2 ^D CLASS. | | CAR CAPACITY OF SIDINGS, WYERS, WATER & COAL. |
| 7 FREIGHT. | Lv. Daily Ex. Sun. A. M. | 5 DURANGO MAIL & EXPRESS. | Lv. Daily P. M. | | | | 6 RIDGWAY MAIL & EXPRESS. | Ar. Daily P. M. | 8 FREIGHT. | Ar. Daily Ex. Sun. P. M. | |
| 7.30 | | 6.40 | | 66.2 | D RICO | Ro 95.9 | 5.35 | | | 3.50 | Y 144 7/8 |
| f 7.50 | | f 6.50 | | 70.2 | 4 MONTELORES | 91.9 | f 5.24 | | | f 3.20 | 22 |
| f 8.10 | | f 7.01 | | 74.5 | 4.3 KINGS | 87.6 | f 5.13 | | | f 3.10 | 24 |
| f 8.40 | | f 7.15 | | 80.2 | 5.7 BEAR CREEK | Au 81.9 | f 4.58 | | | f 2.40 | 29 |
| f 8.58 | | f 7.24 | | 83.6 | 8.4 RED ROCK | 78.6 | f 4.49 | | | f 2.17 | |
| f 9.08 | | f 7.29 | | 85.9 | 2.3 MULDOON | 76.2 | f 4.44 | | | f 2.05 | 35 |
| f 9.25 | | f 7.40 | | 90.2 | 4.3 RAYMOND | Nd 71.9 | f 4.33 | | | f 1.40 | 39 |
| f 9.55 | | f 7.52 | | 96.3 | 6.1 STAPLETON | 65.8 | f 4.20 | | | f 1.10 | 40 |
| 10.30 10.40 | | s 8.04 | | 102.3 | 6.0 DOLORES | Dj 59.8 | s 4.07 | | | 12.35 12.10 | 97 Y |
| f 11.25 | | f 8.29 | | 111.8 | 9.5 GLENCOE | Ge 50.3 | f 3.37 | | | f 11.25 | Y 29 |
| s 11.50 | | f 8.39 | | 115.6 | 3.8 MILWOOD | 46.6 | f 3.27 | | | s 11.00 | 41 |
| 12.25 12.50 | | s 8.59 | | 122.1 | 6.5 MANCOS | Mx 40.0 | s 3.07 | | | 10.25 10.15 | Y 45 |
| f 1.05 | | f 9.08 | | 125.3 | 3.2 MENEFEE | 36.8 | f 2.59 | | | f 10.00 | 18 |
| f 1.55 | | f 9.33 | | 132.9 | 7.6 MESA (MP 131) | Ma 20.2 | f 2.34 | | | f 9.20 | 35 |
| 2.15 2.22 | | f 9.45 | | 136.5 | 3.6 DIX | 26.6 | f 2.22 | | | f 9.00 | 19 |
| s 2.50 | | f 10.01 | | 141.2 | 4.7 CIMA | Ga 20.9 | f 2.05 | | | s 8.35 | 38 |
| f 3.10 | | f 10.13 | | 145.6 | 4.4 HESPERUS | Hf 16.5 | f 1.51 | | | f 8.10 | 30 |
| f 3.20 | | f 10.19 | | 147.0 | 1.4 UTE JUNCTION | 15.1 | f 1.46 | | | f 7.55 | Y 37 |
| f 3.55 | | f 10.36 | | 154.2 | 7.2 PINE RIDGE | 7.9 | f 1.26 | | | f 7.18 | 34 |
| s 4.10 | | s 10.43 | | 157.1 | 2.9 PORTER | 5.0 | s 1.18 | | | s 6.58 | Y 149 |
| 4.35 | | 11.00 | | 162.1 | 5.0 DURANGO | Dg | 1.00 | | | 6.30 | Y 302 3/8 |
| P. M. Ar. Daily Ex. Sun. | | P. M. Ar. Daily. | | | 95.9 | | P. M. Lv. Daily. | | | A. M. Lv. Daily Ex. Sun. | |
| (9.05) | | (4.20) | | | | | (4.35) | | | (9.20) | |

No Train or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at Ute Junction.
 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

TELLURIDE BRANCH.

| SOUTHWARD. | | | | TIME TABLE No. 17. | | | | NORTHWARD. | | | |
|--------------------------------|--------------------------------|------------------------|------------------------|---------------------|-----------------------|---------------------|------------------------|---------------------|-----------------------|--------------------------------|---|
| 2 ^D CLASS. | | 1 ST CLASS. | | MILES FROM RIDGWAY. | STATIONS AND SIDINGS. | MILES FROM PANDORA. | 1 ST CLASS. | | 2 ^D CLASS. | | CAR CAPACITY OF SIDINGS, WYERS, WATER & COAL. |
| 29 FREIGHT. | Lv. Daily Ex. Sun. P. M. | 27 TELLURIDE MIXED. | 25 TELLURIDE MIXED. | | | | 26 RIDGWAY MIXED. | Ar. Daily A. M. | 28 RIDGWAY MIXED. | Ar. Daily P. M. | |
| 1.35 | | 8.50 | 4.35 | 37.8 | D VANCE JUNCTION | Mi 9.6 | 8.40 | 4.25 | | 1.25 | Y 75 |
| 1.55 | | 9.10 | 4.55 | 41.7 | 3.9 KEYSTONE | 5.7 | 8.20 | 4.05 | | 12.55 | 10 |
| 2.00 | | 9.15 | 5.00 | 43.7 | 2.0 SAN MIGUEL | 3.7 | 8.15 | 4.00 | | 12.50 | 25 |
| 2.15 | | 9.25 | 5.10 | 45.1 | 1.4 TELLURIDE | Do 2.3 | 8.10 | 3.55 | | 12.45 | Y 109 |
| | | | | 47.4 | 2.3 PANDORA | | | | | | 36 |
| P. M. Ar. Daily Ex. Sun. | | A. M. Ar. Daily. | P. M. Ar. Daily. | | 9.6 | | A. M. Lv. Daily. | P. M. Lv. Daily. | | P. M. Lv. Daily Ex. Sun. | |
| (0.40) | | (0.35) | (0.35) | | | | (0.30) | (0.30) | | (0.40) | |

No Train or Engine will leave Vance Junction or Telluride without special order or clearance ticket.

ADDITIONAL SPURS NOT SHOWN IN REGULAR TIME TABLES

| LOCATION | | NAMES | CAR CAPACITY | SWITCH CONNECTIONS |
|--|---------------------------------|------------------|--------------|--------------------|
| DISTRICT | MILE | | | |
| First | 3.0 | JAY'S SPUR | 4. | North End |
| " | 17.1 | SAM'S SPUR | 7. | " |
| " | 21.5 | HASKELL'S SPUR | 10. | " |
| " | 34.3 | LIME KILN SPUR | 4. | South End |
| " | 36.4 | SOUTH FORK | 35. | " |
| " | 50.4 | HEIBLER'S SPUR | 4. | North End |
| " | 55.7 | GALLAGHER'S SPUR | 12. | " |
| " | 64.7 | WINKFIELD'S SPUR | 4. | " |
| Telluride Br. | 38.6 | ILLIUM | 22. | Both Ends |
| Second | 82.8 | RED ROCK SPUR | 10. | North End |
| " | 103.4 | LOST CANON | 8. | Both Ends |
| " | 112.8 | BARNES | 15. | South End |
| " | 116.3 | GRADENS' | 21. | " |
| " | 129.2 | BRAYTON | 23. | North End |
| " | 160.3 | SHIELDS' SPUR | 6. | South End |
| " | 160.6 | BELL'S SPUR | 10. | " |
| REGISTERING STATIONS | | | | |
| B. Ridgway B. Placerville B. Vance Junction B. Telluride B. Lizard Head B. Rico | Dolores Mancos B. Durango | | | |