



# RIO GRANDE SOUTHERN RAILROAD.

## EMPLOYEES' TIME TABLE

### No. 18.

To take Effect at 12.01 O'clock A. M., July 9, 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. 18.				NORTHWARD.					
2 <sup>D</sup> CLASS.		1 <sup>ST</sup> CLASS.		MILES FROM RIDGWAY.	STATIONS AND SIDINGS.		MILES FROM RICO.	1 <sup>ST</sup> CLASS.		2 <sup>D</sup> CLASS.		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.	
		5 MIXED.						6 MIXED.					
		lv. Daily Ex. Sun. P. M.						Ar. Daily Ex. Sun. A. M.					
		2.15		D <sup>+</sup>	RIDGWAY	Ds	66.2	11.00				Y ○ ●	118 ●
		f 2.30	5.2		5.2 HAGENS		61.0	f 10.45				X	33
		2.55	9.8		4.4 HILLSIDE SPUR		56.6	10.23					11
		3.18 3.23	13.3		3.7 DALLAS DIVIDE	Dv	52.9	10.05 10.00				Y	52
		f 3.35	16.1		2.3 LEOPARD CREEK		50.1	f 9.45					12
		f 4.05	22.2		0.1 BROWN		44.0	f 9.12				○	25
		s 4.25	26.6	D	4.4 PLACERVILLE	Pv	39.6	s 8.50				Y	42
		f 4.36	29.1		2.5 FALL CREEK		37.1	f 8.40					28
		f 4.43	32.6		3.5 DEEP CREEK		33.6	f 8.28					27
		* 5.10 5.30	37.9	D	5.2 VANCE JUNCTION	Mj	28.4	f 8.10 7.50				Y	67
		f 5.46	41.0		3.2 AMES		25.2	f 7.32				○	25
		f 6.05	45.0		4.0 OPHIR	Hi	21.2	f 7.15					19
		f 6.15	46.7		1.7 SAN BERNARDO		19.5	f 7.05					22
		f 6.28	49.1		2.4 TROUT LAKE		17.1	f 6.53				○	28
		6.45 6.50	52.6		3.5 LIZARD HEAD	Ft	13.6	s 6.35				Y ●	28
		f 7.30	60.5		7.9 COKE OVENS		5.7	f 5.55				○	24
		f 7.42	6.6		3.1 BURNS		2.6	f 5.43					31
		7.55	66.2	D	2.6 RICO	Ro		5.30				Y ○ ●	144 ●
		P. M. Ar. Daily Ex. Sun.			(66.2)			A. M. Lv. Daily Ex. Sun.					

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 train in passing over the same.

N—Day and Night Telegraph Offices.  
s—Regular Stop.  
Y—Wye.  
B—Bulletins.

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

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

○—Water.  
f—Stop for Mea's.  
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 engine man 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.

FIRST DISTRICT—RIDGWAY TO RICO.

SOUTHWARD.				MILES FROM RIDGWAY.	TIME TABLE No. 18.				MILES FROM RICO.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.	
2 <sup>D</sup> CLASS.		1 <sup>ST</sup> CLASS.			STATIONS AND SIDINGS.					1 <sup>ST</sup> CLASS.		2 <sup>D</sup> CLASS.			
		5 MIXED.								6 MIXED.					
			Lv. Daily Ex. Sun. P. M.												
			2.15		D <sup>+</sup>	RIDGWAY	Ds	66.2	11.00					Y O ● K 118 ● 1/26	
			2.30	5.2		5.2 HAGENS		61.0	10.45					33	
			2.55	9.6		4.4 HILLSIDE SPUR		56.6	10.23					11	
			3.18			3.7 DALLAS DIVIDE	Dv	52.9	10.05					Y 52	
			3.23	13.3		2.8 LEOPARD CREEK		50.1	9.45					12	
			3.35	16.1											

Form 1281.

## RIO GRANDE SOUTHERN RAILROAD COMPANY.

Ridgway, Colo., July 8th, 1893. 189

SUPPLEMENT TO TIME TABLE NO. 18, TO TAKE EFFECT AT 12:01 A.M. JULY 9th, 1893.

Trains Nos. 6, 26 and 27 will run one hour earlier than schedule time shown at all points on TIME TABLE NO. 18.

Trains Nos. 5, 25 and 28 will run one hour later than schedule time shown at all points on TIME TABLE NO. 18.

*W. D. Lee*  
Superintendent.

Water tanks are located at  
No Train or Engine will

Letters at right  
the same.

N—Day and  
s—Regular  
Y—Wye.  
B—Bulletin

### RIGHTS OF

1. TRAIN WORK  
station order, which  
In loading freight,  
carloads, and occup  
other cars having to  
observe the above  
must hold small lot  
cars at station. Ag  
the contents of ligh  
coupled to one Pass  
be divided.

### 2. SPEED OF T

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.

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 for-  
ward engine man 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.				MILES FROM RIDGWAY.	TIME TABLE No. 18.		MILES FROM DURANGO.	NORTHWARD.				CAR CAPACITY OF CARS, WAGONS, WATER & COAL.
2 <sup>D</sup> CLASS.		1 <sup>ST</sup> CLASS.			JULY 9, 1893.			1 <sup>ST</sup> CLASS.		2 <sup>D</sup> CLASS.		
		7 MIXED.			STATIONS AND SIDINGS.			8 MIXED.				
			Lv. Daily Ex. Sun. A. M.			RICO	Ar. Daily Ex. Sun. P. M.					Y 144
			8.30	66.2	4	MONTELORES		91.9	f 3.40			22
			f 8.46	70.2	4.3	KINGS		87.6	f 3.20			24
			f 9.04	74.5	5.7	BEAR CREEK	Au	81.9	f 2.50			29
			f 9.27	80.2	3.4	RED ROCK		78.5	f 2.33			
			f 9.41	83.6	2.3	MULDOON		76.2	f 2.23			35
			f 9.50	85.9	4.3	RAYMOND	Rd	71.9	f 2.00			39
			f 10.08	90.2	6.1	STAPLETON		65.8	f 1.30			40
			f 10.32	96.3	6.0	DOLORES	Dj	59.8	f 1.00 12.35			97
			10.55	102.3	0.5	GLENCOE	Ge	50.3	f 11.50			Y 29
			11.05	111.8	3.3	MILWOOD		46.5	s 11.30			41
			s 12.10	115.6	6.5	MANCOS	Mx	40.0	10.55 10.50			Y 45
			f 12.45	122.1	3.2	MENEFEE		36.3	f 10.35			18
			1.10	125.3	7.6	MESA	Ma	29.2	f 9.55			33
			f 2.15	132.9	3.0	DIX		25.6	f 9.37			19
			f 2.33	136.5	4.7	CIMA	Ga	20.9	s 9.15			33
			s 2.58	141.2	4.4	ESPERUS	Hr	16.5	f 8.50			30
			f 3.18	145.6	1.4	UTE JUNCTION		15.1	f 8.35			Y 37
			f 3.28	147.0	7.2	PINE RIDGE		7.9	f 7.58			34
			f 4.03	154.2	2.9	PORTER		5.0	f 7.38			Y 149
			f 4.18	157.1	5.0	DURANGO	Dg		7.10			302 5
			4.45	162.1		95.9						
			P. M. Ar. Daily Ex. Sun.						A. M. Lv. Daily Ex. Sun.			
			(8.15)						(3.5)			

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.				MILES FROM RIDGWAY.	TIME TABLE No. 18.		MILES FROM PANDORA.	NORTHWARD.				CAR CAPACITY OF CARS, WAGONS, WATER & COAL.
2 <sup>D</sup> CLASS.		1 <sup>ST</sup> CLASS.			JULY 9, 1893.			1 <sup>ST</sup> CLASS.		2 <sup>D</sup> CLASS.		
		27 TELLURIDE MIXED.			STATIONS AND SIDINGS.			26 RIDGWAY MIXED.				
			Lv. Daily Ex. Sun. A. M.			VANCE JUNCTION	Ar. Daily Ex. Sun. A. M.					Y 75
			8.15	37.8	3.9	KEYSTONE		9.6	8.00	5.10		10
			8.35	41.7	2.0	SAN MIGUEL		5.7	7.40	4.50		25
			8.40	43.7	1.4	TELLURIDE	To	3.7	7.35	4.45		109
			8.50	45.1	2.3	PANDORA		2.3	7.30	4.40		36
			47.4			9.6			A. M. Lv. Daily Ex. Sun.	P. M. Lv. Daily Ex. Sun.		
			A. M. Ar. Daily Ex. Sun.						(0.30)	(0.30)		
			(0.35)									

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.	"
"	36.4	SOUTH FORK	35.	South End
"	55.7	GALLAGHER'S SPUR	12.	North End
"	64.7	WINKFIELD'S SPUR	4.	"
Telluride Br.	38.6	ILLIUM	22.	Both Ends
Second	32.8	RED ROCK SPUR	10.	North End
"	103.4	LOST CANON	40.	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.	"
<b>REGISTERING STATIONS</b>				
B. Ridgway	Dolores			
Placerville	Mancos			
B. Vance Junction	B. Durango			
B. Telluride				
Lizard Head				
B. Rico				