



# RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

## No. 40.

To Take Effect at 12:01 O'clock a. m., January 25, 1903.

**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.**

# FIRST DISTRICT--Ridgway and Rico.

SOUTHWARD.				MILES FROM RIDGWAY.	TIME TABLE No. 40.		MILES FROM RICO.	NORTHWARD.					
2d CLASS.		1st CLASS.			STATIONS AND SIDINGS			1st CLASS.		2d CLASS.		10 FREIGHT.	CAR CAPACITY OF CARS, PASSES, WAGONS & COAL.
9 FREIGHT.		7 MIXED	5 MIXED		6 MIXED	8 MIXED		Ar. Daily P. M.	Arrive Daily A. M.	Ar. Tus'dy Thursday, & Saturday P. M.			
Lv. Mondy Wed'n'sdy and Frid'y A. M.		Lv. Daily P. M.	Lv. Daily A. M.										
9.10		3.10			D†	RIDGWAY	Ds	66.2	11.30		4.35	Y ○ 118	
f 9.30		f 3.23		5.2		5.2 HAGENS		61.0	f 11.17		f 4.10	83	
f 9.58		f 3.45		9.7		4.4 VALLEY VIEW		56.6	f 11.00		f 3.45	11	
10.30 10.40		4.05 4.10		13.3	□	3.7 DALLAS DIVIDE	Bx	52.9	10.45 10.40		3.20 3.10	Y 52	
f 10.55		f 4.18		16.1		2.8 LEOPARD CREEK		50.1	f 10.29		f 2.50	12	
f 11.25		f 4.40		22.2		6.1 BROWN		44.0	f 10.02		f 2.00	○ 25	
s 11.50		s 4.55		26.6	D	4.4 PLACERVILLE	Pv	39.6	s 9.45		s 1.35	Y 42	
f 12.03		f 5.03		29.1		2.5 FALL CREEK		37.1	f 9.37		f 1.23	48	
f 12.10		f 5.06		30.2		1.1 SAW PIT		36.0	f 9.33		f 1.18	7	
f 12.22		f 5.15		32.6		2.4 WILSON		33.6	f 9.25		f 1.07	27	
12.50 1.15		5.30	8.10	37.8	D	5.2 VANCE JUNCTION	Mi	28.4	4.35	9.10	12.45 12.15	Y ● 75	
f 1.40		f 8.27		41.3	□	3.5 AMES	Bx	24.9	f 4.23		f 11.57	○ 9	
s 2.15		s 8.45		45.0	D	3.7 OPHIR	Hi	21.2	s 4.08		s 11.37	19	
f 2.33		f 8.55		46.7		1.7 SAN BERNARDO		19.5	f 3.58		f 11.25	22	
f 2.52		f 9.07		49.1	□	2.4 TROUT LAKE	Bx	17.1	f 3.48		f 11.12	○ 28	
3.20 3.35		9.25 9.30		52.6	D	3.5 LIZARD HEAD	Hd	13.6	s 3.35		10.55 10.50	Y 28	
f 4.20		f 9.56		60.5	□	7.9 COKE OVENS	Bx	5.7	f 3.05		f 9.56	○ 24	
f 4.35		f 10.06		63.6		3.1 BURNS		2.6	f 2.55		f 9.33	31	
4.50		10.15		66.2	D	2.6 RICO	Ro		2.45		9.15	Y ○ ● 144	
P. M. Ar. Mondy Wed'n'sdy & Friday		P. M. Arrive Daily	A. M. Arrive Daily			(66.2)			P. M. Leave Daily	A. M. Leave Daily		A. M. Lv. Tusdy Thursday & Sat'rdy	
(7.40)		(2.20)	(2.05)						(1.50)	(2.20)		(7.20)	

Water tanks are located near mile posts 10 and 35.  
No Train or Engine will leave Ridgway or Rico, without special orders or clearance ticket.

## 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 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 bridge at Haskell's spur, 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 San Bernardo and Ames, and over bridge 37 B near South Fork.

3. Rio Grande Southern employes 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,**  
Superintendent.

**WM. COUGHLIN,**  
Gen'l. Superintendent.

**J. A. EDSON,**  
Manager.

**RUSSELL HARDING,**  
Vice-Pres. and Gen'l Mgr.

# SECOND DISTRICT--Rico and Durango.

SOUTHWARD.				MILES FROM RIDGWAY.		TIME TABLE No. 40. JANUARY 25, 1903.		STATIONS AND SIDINGS		MILES FROM DURANGO.		NORTHWARD.				CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
2 <sup>D</sup> CLASS		1 <sup>ST</sup> CLASS										1 <sup>ST</sup> CLASS.		2 <sup>D</sup> CLASS.		
11 FREIGHT Lv. Daily Ex. Sun. P. M.		5 MIXED Lv. Daily A. M.										6 MIXED Ar. Daily P. M.		12 FREIGHT Ar. Daily Ex. Sun. A. M.		
		10.25		66.2	D	RICO	Ro	95.9	2.35					Y	144	
		10.38		70.2		MONTELORES		91.9	f 2.17						22	
		10.52		74.5		KINGS		87.6	f 2.00						24	
		11.11		80.2	□	BEAR CREEK	Bx	81.9	f 1.37						29	
		11.31		85.9		MULDOON		76.2	f 1.15						35	
		11.47		90.2	□	RAYMOND	Bx	71.9	f 1.02						39	
		12.06		96.3		STAPLETON		65.8	f 12.43						40	
		12.25		102.3	D	DOLORES		59.8	f 12.25					○	97	
		12.50		103.4		LOST CANON		58.7	f 11.55						40	
		12.54		103.4		GLENCOE	Bx	50.3	f 11.27			f 11.55		Y	29	
		1.25		111.8	□	MILLWOOD		46.5	f 11.13			s 11.35			41	
		1.40		115.6		MANCOS	Mx	39.6	s 10.45			11.00		Y	45	
		1.15	s	2.05	D	MENEFEE		36.8	f 10.34			f 10.42			18	
		1.32	f	2.17	125.3	MESA	Bx	29.2	f 10.04			f 10.07			35	
		2.17	f	2.52	132.9	DIX		25.6	f 9.50			f 9.50			19	
		2.37	f	3.06	136.5	GIMA	Bx	20.9	9.32			9.25			33	
		3.02		3.25	141.2	HESPERUS	Hf	16.5	9.27			9.20		○	44	
		3.07		3.30	145.6	UTE JUNCTION		15.1	9.10			s 8.55			44	
		3.32	f	3.46	145.6	PINE RIDGE		7.9	f 8.35			s 8.45		Y	37	
		3.51	f	3.53	147.0	PORTER		5.0	f 8.22			s 7.45		Y	149	
		4.00	f	4.18	154.2	FRANKLIN		2.8	f 8.12			s 7.15			149	
		4.35	f	4.30	157.1	DURANGO	Dg		8.00			7.00		○	X	
		5.05	f	4.38	159.3				A. M.			A. M.			302	
		5.25	f	4.38	159.3				Lv. Daily			Lv. Daily			302	
		6.00		4.50	162.1				Ex. Sun			Ex. Sun			302	
		P. M.		P. M.					(6.35)			(4.55)				
		Ar. Daily		Ar. Daily												
		Ex. Sun.		Ex. Sun.												

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. All trains must be under full control passing yard limit boards at Mancos, Porter and Durango.

## TELLURIDE BRANCH.

SOUTHWARD.				MILES FROM RIDGWAY.		TIME TABLE No. 40. JANUARY 25, 1903.		STATIONS AND SIDINGS		MILES FROM PANDORA.		NORTHWARD.				CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
1 <sup>ST</sup> CLASS.												1 <sup>ST</sup> CLASS.				
7 MIXED		25 MIXED										26 MIXED		8 MIXED		
		5.30	4.35	37.8	D	VANCE JUNCTION	Mi	9.6	8.10	9.10					Y	75
				38.6		ANDERSON		8.8							22	Y
		5.50	5.00	41.7		KEYSTONE		5.7	f 7.50	f 8.50					10	
		5.55	5.05	43.7		SAN MIGUEL		3.7	f 7.45	f 8.45					25	
		6.00	5.10	45.1	D	TELLURIDE	Do	2.3	7.40	8.40					109	Y
		P. M.	P. M.						A. M.	A. M.						
		Ar. Daily	Ar. Daily						Lv. Daily	Lv. Daily						
		(0.30)	(0.35)						(0.30)	(0.30)						

No Train or Engine will leave 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	7.	North End
"	17.1	SAM'S	10.	South End
"	21.5	HASKELL	10.	North End
"	34.3	KOEN	3.	Disconnected
"	35.3	LIME	3.	South End
"	36.4	BILK	8.	South End
"	43.9	BUTTERFLY	15.	South End
"	53.8	RICE'S	4.	North End
"	54.5	SNOW	4.	Disconnected
"	55.7	GALLAGHER	12.	North End
"	56.5	MURPHY	6.	Disconnected
"	59.3	LONG	5.	Disconnected
Telluride Br.	64.7	WINKFIELD	8.	North End
"	38.2	ILLIUM	5.	North End
"	47.4	PANDORA	38.	
Second	97.2	HOGG	10.	South End
"	97.8	RUST	3.	North End
"	116.3	GRADEN	15.	South End
"	129.2	BRAYTON	7.	North End
"	145.9	CUNNINGHAM	14.	South End
"	148.8	FT. LEWIS	7.	South End
"	160.6	BELL'S	37.	South End

### 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.

○—Scales.

†—Standard Clock.

○—Water.

†—Stop for Meals.

D—Day (only) Telegraph Offices.

#### REGISTERING STATIONS

B. Ridgway	Mancos
B. Placerville	B. Durango
B. Vance Junction	
B. Telluride	
B. Rico	
Dolores	