

RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

NO. 10.

To Take Effect 12:01 a. m., October 19th, '91.

STANDARD TIME, 105th MERIDIAN.

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.

RIO GRANDE SOUTHERN RAILROAD.

MAIN LINE.—RIDGWAY JUNCTION TO RICO.

WEST.				MILES FROM RIDGWAY JUNCTION.	TIME TABLE		MILES FROM RICO.	EAST.				CAR CAPACITY OF SITTING, WYER, WATER & COAL.
SECOND CLASS		FIRST CLASS.			NO. 10.			FIRST CLASS.		SECOND CLASS		
11 <i>Rico & Telluride Freight</i>		5 <i>Rico & Telluride Mixed.</i>			OCT. 19th, 1891.			6 <i>Ridgway Jet Mixed.</i>		12 <i>Ridgway Junc'n Freight</i>		
Leave Daily. A. M.		Leave Daily. P. M.			STATIONS AND SIDINGS.			Arrive Daily A. M.		Arrive Daily P. M.		
7.00			3.00		N RIDGWAY JUNCTION Wy	66.2	11.00			2.37	YO●	
7.20			3.10	5.2	5.2 HAGENS	61.0	10.45			2.17	30	
7.50			3.35	9.6	4.4 HILLSIDE SPUR	56.6	10.27			1.52	13	
8.15			3.55	13.3	3.7 D DALLAS DIVIDE Di	52.9	10.12			1.32	Y	
8.25			4.00		2.8 LEOPARD CREEK	50.1	10.07			1.22	50	
8.43			4.12	16.1	6.1 BROWN	44.0	9.30			1.02	10	
9.20			4.37	22.2	4.4 D PLACERVILLE St	39.6	9.12			12.22	O	
9.30			4.55	26.6	2.5 FALL CREEK	37.1	9.05			11.52	Y	
10.10			5.03	29.1	3.5 DEEP CREEK	33.6	8.53			11.37	26	
10.30			5.15	32.6	3.8 SOUTH FORK	29.8	8.40			11.17	26	
10.55			5.30	36.4	1.3 VANCE JUNCTION V	28.5	8.35			11.00	26	
11.00			5.35	37.7	7.2 OPHIR	21.3	8.15			10.55	75	
11.05			6.00	44.9	1.8 SAN BERNARDO	19.5	7.50			10.50	4	
11.25			6.30	46.7	2.4 TROUT LAKE	17.1	7.45			9.48	23	
12.07			6.42	49.1	3.5 LIZZARD HEAD Ft	13.6	7.30			9.40	30	
12.15			6.55	52.6	7.9 COKE OVEN	5.7	7.20			9.20	Y	
12.35			7.10	60.5	5.7 RICO Ro	7.05			9.05	30	
12.50			7.15	66.2	(66.2)	7.00			8.40	30	
1.15			7.55				6.20			8.30	17	
1.25			8.15				6.00			7.30	YO●	
2.25										7.00	30	
2.55												
P. M. Arrive Daily		P. M. Arrive Daily					A. M. Leave Daily.			A. M. Leave Daily		
(7.55)		(5.15)					(5.00)			(7.37)		

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; at mile posts 41 and 48 and five and one-half miles east of Rico. No Train or Engine will leave Ridgway Jc. or Rico without special orders or Clearance ticket, and no train or Engine from Telluride branch will leave Vance Jc. on main line without special orders. All Engines must blow the whistle and ring the bell frequently while running between Fall Creek and South Fork.

TELLURIDE BRANCH.

WEST	MILES FROM RIDGWAY JUNCTION.	TIME TABLE				MILES FROM TELLURIDE	EAST	Car Capacity of Siding, Wyes, Water and Coal.
2D CLASS		No. 10.					2D CLASS	
25 <i>Telluride Mixed.</i>		OCT. 19th, '91.					26 <i>Ridgway Junct. Mixed.</i>	
Leave Daily P. M.		STATIONS <small>AND SIDINGS.</small>					Arrive Daily A. M.	
6.00	37.7	D	VANCE JUNCTION	V	7.4	8.15	75	
6.05	38.6	D	.9 ILIUM	MI	6.5	8.10	Y 54	
6.20	41.7		3.1 KEYSTONE		3.4	7.55	6	
6.30	44.7		3.0 SAN MIGUEL		0.4	7.50	Y O ●	
6.35	45.1	D	0.4 TELLURIDE	Ud		7.45	● 39	
P. M. Arrive Daily (0.35)			(7.4)			A. M. Leave Daily (0.30)		

No train or engine will leave Vance Junct. or Telluride without special order or clearance ticket.

SPECIAL RULES AND REGULATIONS.

RIGHTS OF TRAINS—East-bound trains have absolute right of track over West-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 car loads 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.

2. Not more than two engines must be coupled to one Passenger train. If more power is required, trains must be divided.

3. **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 Third-Class trains.

R. M. RIDGWAY,
Superintendent.

J. H. RIDGWAY,
Assistant Superintendent.

T. J. GUINN,
Tram Master and Dispatcher

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 Narrow Gauge 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.