

RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

NO. 1.

To Take Effect 12:01 a. m., October 10th, 1890.

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.

«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.

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 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 engineman must operate the air-brake.

Pushing engines must always have air-brake coupled.

5. **CROSSING RULES.**—Special rules governing grade crossings do not cancel Rule 94, General Regulations, requiring all trains and engines to stop at such crossings.

R. M. RIDGWAY,
Superintendent.

J. H. RIDGWAY,
Assistant Superintendent.

T. J. GUINN,
Tram Master and Dispatcher.

RIO GRANDE SOUTHERN RAILROAD.

WEST. FIRST CLASS.		MILES FROM RIDGWAY.	TIME TABLE NO. 1. October 10, 1890.		MILES FROM PLACERVILLE	EAST. FIRST CLASS.		CAR CAPACITY OF SIDING.
	3 Placerville Mixed.		STATIONS AND SIDINGS.	4 Ridgway Mixed.				
	Leave Daily. A. M.			Arrive Daily A. M.				
.....	6.30		RIDGWAY JUNCTION 5	27	11.50	.....	150
.....	6.50	5	HAGENS 4.7	22	11.40	.....	30
.....	7.20	9.7	HILLSIDE SPUR 3.5	17.3	11.10	.....	13
.....	7.40 7.45	13.2	DALLAS DIVIDE 3	13.8	10.45 10.40	.....	50
.....	8.05	16.2	LEOPARD CREEK 5.6	10.8	10.25	.....	10
.....	8.40	21.8	BROWN 5.2	5.2	9.50	.....	25
.....	9.00	27	PLACERVILLE		9.30	.....	35
	A. M. Arrive Daily		(27)		A. M. Leave Daily.			

(230)

(220)

No Train or Engine must exceed six miles an hour over high bridge eight miles South of Ridgway.

Wyes are located at Ridgway Junction, Dallas Divide and Placerville.

Water Tanks are located one-quarter mile East of Hillside Spur, one mile and a half west of Dallas Divide, and between Brown and Placerville.

No Train or Engine shall leave Ridgway Junction or Placerville without orders or Clearance ticket.