



RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

No. 33.

To Take Effect at 12:01 O'clock A. M. July 22, 1900.

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.				TIME TABLE No. 33.				NORTHWARD.						
2d CLASS.		1st CLASS.		MILES FROM RIDGWAY.	JULY 22, 1900.				1st CLASS.		2d CLASS.		MILES FROM RICO.	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
9 FREIGHT. Lv. Daily except Sunday. A. M.		7 PASS'GR. Lv. Daily. P. M.	5 MIXED Lv. Daily A. M.		6 MIXED Ar. Daily P. M.	8 PASS'GR. Arrive Daily A. M.	10 FREIGHT. Ar. Daily except Sunday. P. M.							
STATIONS AND SIDINGS														
				Ds	66.2	11.15		4.55	V	118	●			
					5.2									
f 9.20		f 3.08		5.2	61.0		f 11.02	f 4.35	f	33				
					4.4									
f 9.48		f 3.30		9.7	56.6		f 10.45	f 4.10	f	11				
					3.7									
10.20					52.9	\$ 10.30		3.50	Y	52				
10.30		s 3.50		13.3				3.40						
f 10.45		f 4.00		16.1	50.1		f 10.19	f 3.10	f	12				
					6.1									
f 11.15		f 4.20		22.2	44.0		f 9.52	f 2.15	f	25				
					4.4									
s 11.40		s 4.35		26.6	39.6		s 9.35	s 1.50	s	42				
					2.5									
f 11.53		f 4.43		29.1	37.1		f 9.27	f 1.38	f	28				
					1.1									
f 12.00		s 4.46		30.2	36.0		s 9.23	f 1.33	f	7				
					2.4									
f 12.12		f 4.55		32.6	33.6		f 9.15	f 1.22	f	27				
					5.2									
12.40		5.10		37.8	28.4	3.00		9.00	Y	75				
1.05		5.20	8.15	D	3.2			8.50						
					3.2									
f 1.30		f 5.36	f 8.38	41.0	25.2	f 2.48	f 8.38	f 12.12	f	9				
					(Bridge 43 A)									
					4.0									
s 2.05		s 5.55	s 8.57	45.0	21.2	s 2.38	s 8.23	s 11.52	s	19				
					1.7									
f 2.23		f 6.05	f 9.07	46.7	19.5	f 2.23	f 8.13	f 11.40	f	22				
					2.4									
f 2.42		f 6.17	f 9.19	49.1	17.1	f 2.13	f 8.03	f 11.27	f	28				
					3.5									
3.10		s 6.35	s 9.37	52.6	13.6	s 2.00	s 7.50	11.10	V	28				
3.20					7.9			11.00						
f 4.05		f 7.01	f 10.03	60.5	5.7	f 1.30	f 7.20	f 10.03	f	24				
					3.1									
f 4.20		f 7.11	f 10.12	63.6	2.6	f 1.20	f 7.10	f 9.43	f	31				
					2.6									
4.35		7.20	10.22	66.2	D	1.10	7.00	9.25	V	144	●	S		
					(66.2)									
P. M.		P. M.	A. M.			P. M.	A. M.	A. M.						
Ar. Daily		Arrive Daily.	Arrive Daily			Leave Daily	Leave Daily	Lv. Daily except Sunday.						
Ex. Sun.														
(7.35)		(4.25)	(2.07)			(1.50)	(4.15)	(7.30)						

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 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 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 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. MSLDRUM, TRAIN MASTER. W. D. LEE, GENERAL SUPT. E. T. JEFFERY, PRESIDENT.

SECOND DISTRICT--Rico and Durango.

SOUTHWARD.			TIME TABLE No. 33. JULY 22, 1900.		NORTHWARD.		
2 ^D CLASS.		1 ST CLASS.	MILES FROM DURANGO.	STATIONS AND SIDINGS	MILES FROM DURANGO.	6 PASSR.	12 FREIGHT.
11 FREIGHT. Lv. Daily Ex. Sun. A. M.		5 PASSR. Lv. Daily A. M.				Ar. Daily P. M.	Ar. Daily Ex. Sun. P. M.
8.15		10.30	66.2	RICO 4.0	95.9	12.45	4.05
8.32		10.41	70.2	MONTELORES 4.3	91.9	12.34	3.40
8.50		10.52	74.5	KINGS 5.7	87.6	12.22	3.15
9.13		11.09	80.2	BEAR CREEK 5.7	81.9	12.05	2.45
9.37		11.26	85.9	MULLDOON 4.3	76.2	11.50	2.15
9.55		11.38	90.2	RAYMOND 6.1	71.9	11.38	1.52
10.20		11.51	96.3	STAPLETON 6.0	65.8	11.26	1.27
10.45 10.55		12.05 12.30	102.3	DOLORES 1.1	59.8	11.13	1.00 12.30
11.10		12.33	108.4	LOST CANON 8.4	58.7	11.10	12.22
11.50		12.58	111.8	GLENCOE 3.8	50.3	10.45	11.50
12.10		1.08	115.6	MILWOOD 6.9	46.5	10.35	11.30
12.45 12.50		1.30	122.5	MANCOS 2.8	39.6	10.15	10.55 10.50
1.10		1.40	125.3	MENEPEE 7.6	36.8	10.03	10.37
1.55		2.08	132.9	MESA 3.6	29.2	9.38	10.02
2.18		2.18	136.5	DIX 4.7	25.6	9.25	9.45
2.45		2.35	141.2	CIMA 4.4	20.9	9.06	9.25
3.10		2.49	145.6	HESPERUS 1.4	16.5	8.52	9.00
3.25		2.55	147.0	UTE JUNCTION 7.2	15.1	8.45	8.45
3.55		3.16	154.2	PINE RIDGE 2.9	7.9	8.24	8.05
4.15		3.25	157.1	PORTER 5.0	5.0	8.17	7.45
4.50		3.45	162.1	DURANGO		8.00	7.00
P. M. Ar. Daily Ex. Sun.		P. M. Ar. Daily		95.9		A. M. Lv. Daily	A. M. Lv. Daily Ex. Sun.
(8.35)		(5.15)				(4.45)	(9.05)

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 and Porter.

TELLURIDE BRANCH.

SOUTHWARD.			TIME TABLE No. 33. JULY 22, 1900.		NORTHWARD.			
1 ST CLASS.			MILES FROM PANDORA.	STATIONS AND SIDINGS	MILES FROM PANDORA.	1 ST CLASS.		
29 MIXED. Lv. Daily A. M.	27 MIXED. Lv. Daily P. M.	25 MIXED. Lv. Daily P. M.				26 MIXED. Ar. Daily A. M.	28 MIXED. Ar. Daily A. M.	30 MIXED. Ar. Daily P. M.
9.00	5.20	3.00	37.8	VANCE JUNCTION 8	9.6	8.15	8.45	4.55
9.03	5.23	3.12	38.6	ILLIUM 3.1	8.8	8.07	8.37	4.47
9.20	5.40	3.25	41.7	KEYSTONE 2.0	5.7	7.55	8.25	4.35
9.25	5.45	3.30	43.7	SAN MIGUEL 1.4	3.7	7.50	8.20	4.30
9.30	5.50	3.35	45.1	TELLURIDE	2.3	7.45	8.15	4.25
A. M. Ar. Daily.	P. M. Ar. Daily.	P. M. Ar. Daily.		7.3		A. M. Lv. Daily.	A. M. Lv. Daily.	P. M. Lv. Daily.
(0.30)	(0.30)	(0.35)				(0.30)	(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 SPUR	14.	North End
"	6.9	TIE SPUR	3.	Disconnected
"	17.1	SAM'S SPUR	7.	North End
"	21.5	HASKELL'S SPUR	10.	"
"	36.4	SOUTH FORK	35.	South End
"	43.9	BUTTERFLY	15.	South End
"	50.8	SUFFOLK	3.	Disconnected
"	53.8	RICE'S SPUR	4.	North End
"	54.5	SMITH'S SPUR	4.	North End.
"	55.7	GALLAGHER'S SPUR	12.	North End
"	59.3	LONG'S SPUR	5.	South End
"	64.7	WINKFIELD'S SPUR	8.	North End
Telluride Br.	47.4	PANDORA	33.	
Second	100.3	RUST'S SPUR	14.	North End
"	112.8	BARNES	4.	South End
"	116.3	GRADEN'S	15.	"
"	124.5	BUCKLEY'S	4.	North End
"	129.9	BRAYTON	7.	
"	143.9	CUNNINGHAM'S	14.	South End
"	143.3	FT. LEWIS	7.	Both Ends
"	154.8	FRANK'S	8.	North End
"	160.8	BELL'S SPUR	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.
 c—Coal.
 f—Stop on Signals.

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

O—Water.
 M—Stop for Meals.
 D—Day (only) Telegraph Offices.

REGISTERING STATIONS

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