

RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

NO. 2.

To Take Effect 12:01 a. m., November 2, 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.

R. M. RIDGWAY,
Superintendent.

J. H. RIDGWAY,
Assistant Superintendent.

T. J. GUINN,
Train Master and Dispatcher.

RIO GRANDE SOUTHERN RAILROAD.

WEST.				MILES FROM RIDGWAY.	TIME TABLE NO. 2 November 2, 1890.		MILES FROM SOUTH FORK	EAST.				
SECOND CLASS		FIRST CLASS.			FIRST CLASS.			SECOND CLASS		CAR CAPACITY OF SIDING.		
11 <i>Ridgway and South Fork Fr't.</i>			3 <i>South Fork Mixed.</i>		STATIONS AND SIDINGS.			4 <i>Ridgway Mixed.</i>				12 <i>South Fork and Ridgway Freight</i>
Leave Daily. <i>Exc. Sunday.</i> P. M.			Leave Daily. P. M.					Arrive Daily A. M.				Arrive Daily <i>Exc. Sunday.</i> A. M.
2.00			5.00		RIDGWAY JUNCTION 5.2	36.3	11.59				11.00	150
2.22			5.20	5.2	HAGENS 4.4	31.1	11.40			10.38	30	
2.55			5.50	9.6	HILLSIDE SPUR 3.6	26.7	11.10			10.15	13	
3.23			6.15		DALLAS DIVIDE 2.8	23.1	10.45			9.47	50	
3.33			6.20	13.2	LEOPARD CREEK 6.2	20.3	10.40			9.37	10	
3.54			6.40	16	BROWN 4.3	14.1	10.25			9.16	25	
4.20			7.05	22.2	PLACERVILLE 2.6	9.8	9.50			8.40	35	
4.40			7.25	26.5	FALL CREEK 3.4	7.2	9.30			8.20	26	
4.55			7.40	29.1	DEEP CREEK 3.8	3.8	9.15			8.05	26	
5.12			7.57	32.5	SOUTH FORK		8.58			7.48	26	
5.30			8.15	36.3	(36.3)		8.40			7.30	26	
P. M. Arrive Daily <i>Exc. Sunday.</i>			P. M. Arrive Daily				A. M. Leave Daily.			A. M. Leave Daily <i>Exc. Sunday.</i>		
(3.30)			(3.15)				(3.19)			(3.30)		

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 South Fork without orders or Clearance ticket.

Trains 11 and 12 will be run only as business requires.