



RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

No. 31.

To Take Effect at 12:01 O'clock A. M. Jan. 1, 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.				MILES FROM RIDGWAY.	TIME TABLE No. 31.		MILES FROM RICO.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WYSES, WATER & COAL.
2d CLASS.		1st CLASS.			STATIONS AND SIDINGS			1st CLASS.		2d CLASS.		
9 FREIGHT.		5 PASS'GR.	3 MIXED					4 MIXED	6 PASS'GR.		10 FREIGHT.	
Lv. Daily except Sunday. A. M.		Lv. Daily. P. M.	Lv. Daily. A. M.			Ar. Daily P. M.	Arrive Daily A. M.		Ar. Daily except Sunday. P. M.			
9 00		2 40			D†	66.2	11.15		4 40			
f 9 20		f 2 53		5.2	RIDGWAY				f 4 20			
f 9 48		f 3 15		9.7	5.2 HAGENS	61.0	f 11.02					
10 20					4.4 HILLSIDE	56.6	f 10 45		f 3 55			
10 30		s 3 35		13.3	3.7 DALLAS DIVIDE	Dv 52.9	s 10 30		3 35			
f 10 45		f 3 45		16.1	2.8 LEOPARD CREEK	50.1	f 10 19		f 3 00			
f 11 15		f 4 05		22.2	6.1 BROWN	44.0	f 9 52		f 2 10			
s 11 40		s 4 20		26.0	4.4 PLACERVILLE	Pv 39.6	s 9 35		s 1 45			
f 11 53		f 4 28		29.1	2.5 FALL CREEK	37.1	f 9 27		f 1 33			
f 12 00		s 4 31		30.2	1.1 SAW PIT	Sp 36.0	s 9 23		f 1 28			
f 12 12		f 4 40		32.6	2.4 WILSON	33.6	f 9 15		f 1 17			
12 40		4 55	8 15	37.8	5.2 VANCE JUNCTION	Mi 28.4	4 20	9 00	12 55			
1 10					3.2 AMES	Au 25.2	f 4 08		12 30			
f 1 35		f 8 38		41.0	(Bridge 43 A)				f 12 12			
s 2 10		s 8 57		45.0	4.0 OPHIR	Hi 21.2	s 3 53		s 11 52			
f 2 25		f 9 07		46.7	1.7 SAN BERNARDO	19.5	f 3 43		f 11 40			
f 2 42		f 9 19		49.1	2.4 TROUT LAKE	17.1	f 3 33		f 11 27			
3 10					3.5 LIZARD HEAD	Hd 13.6	s 3 20		11 10			
3 20		s 9 37		52.6	7.9 COKE OVENS	5.7	f 2 50		11 00			
f 4 05		f 10 03		60.5	3.1 BURNS	2.6	f 2 40		f 10 03			
f 4 20		f 10 12		63.6	2.6 RICO	Ro 2.0	f 2 30		f 9 43			
4 35					(66.2)				9 25			
P. M. Ar. Daily Ex. Sun.		P. M. Arrive Daily.	A. M. Arrive Daily.				P. M. leave Daily.	A. M. Leave Daily.	A. M. Lv. Daily except Sunday.			
(7.35)		(2.15)	(2.07)				(1.50)	(2.15)	(7.15)			

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 cars, 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 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, GENERAL SUPT. E. T. JEFFERY, PRESIDENT.

SECOND DISTRICT--Rico and Durango.

SOUTHWARD.				MILES FROM RIDGMAN.	TIME TABLE No. 31.		MILES FROM DURANGO.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
2 ^D CLASS.		1 ST CLASS.			JAN. 1, 1900.			1 ST CLASS.		2 ^D CLASS.		
11 FREIGHT.		3 MIXED			STATIONS AND SIDINGS			4 MIXED		12 FREIGHT.		
Lv. Daily Ex. Sun. A. M.		Lv. Daily A. M.					Ar. Daily P. M.		Ar. Daily Ex. Sun. P. M.			
		10.27		66.2	D	RICO 4.0	Ro	95.9	2.25		4.05	Y 144
8.00		10.41		70.2		MONTELORES 4.3		91.9	f 2.10		f 3.40	22
f 8.17		10.55		74.5		KINGS 5.7		87.6	f 1.55		f 3.15	24
f 8.35		11.14		80.2		BEAR CREEK 5.7		81.9	f 1.35		f 2.45	29
f 8.58		11.35		85.9		MULDOON 4.3	Rd	76.2	f 1.15		f 2.15	35
f 9.22		11.43		90.2		RAYMOND 6.1		71.9	f 1.02		f 1.52	39
f 9.40		12.07		96.3		STAPLETON 6.0		65.8	f 12.43		f 1.27	40
f 10.05		12.25		102.3		DOLORES 9.5	Dj	59.8	12.25 12.00		f 1.00 12.35	97 O Y
10.30 10.35		1.25		111.8		GLENCOE 3.8	Ge	50.3	f 11.27		f 11.55	Y 29
11.27 11.55		1.40		115.6		MILWOOD 6.5		46.5	f 11.13		s 11.35	41
s 12.15		2.05		122.1		MANCOS 3.2	Mx	40.0	s 10.45		11.00 10.55	Y O 45
12.45 12.50		2.19		125.3		MENEFEE 7.3		36.8	f 10.32		f 10.42	18
f 1.10		2.55		132.9		MESA 3.6	Ma	29.2	f 10.02		f 10.07	35
f 1.55		3.10		136.5		DIX 4.7		25.6	f 9.50		f 9.50	19
f 2.15		3.30		141.2		CIMA 4.4	Ga	20.9	f 9.32		s 9.25	33
s 2.40		3.46		145.6		HESPERUS 1.4	Hf	16.5	s 9.12		s 9.00	O 44
s 3.05		3.53		147.0		UTE JUNCTION 7.2		15.1	f 9.05		s 8.45	Y O 37
s 3.20		4.18		154.2		PINE RIDGE 2.9		7.9	f 8.35		f 8.05	34
f 3.50		4.30		157.1		PORTER 5.0		5.0	f 8.22		s 7.45	Y O 149
s 4.10		4.50		162.1		DURANGO	Dg		8.00		7.00	O X 302
4.45						95.9						
P. M. Ar. Daily Ex. Sun.		P. M. Ar. Daily							Ar. M. Lv. Daily		Ar. M. Lv. Daily Ex. Sun.	

(8.45) (6.23) (6.25) (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.				MILES FROM BIG WAY.	TIME TABLE No. 31.		MILES FROM PANDORA.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
1 ST CLASS.					JAN. 1, 1900.			1 ST CLASS.				
23 MIXED.		5 PASS'GR.			STATIONS AND SIDINGS			6 PASS'GR.		24 MIXED.		
Lv. Daily P. M.		Lv. Daily P. M.					Ar. Daily A. M.		Ar. Daily A. M.			
		4.20	4.55	37.8	D	VANCE JUNCTION 8	Mi	9.6	9.00	8.15		75
				38.6		ILLUM 3.1		8.8				Y 22
		f 4.45	f 5.15	41.7		KEYSTONE 2.0		5.7	f 8.40	f 7.55		10
		f 4.50	f 5.20	43.7		SAN MIGUEL 1.4		3.7	f 8.35	f 7.50		25
		4.55	5.25	45.1		TELLURIDE	Do	2.3	8.30	7.45		Y 109
		P. M. Ar. Daily.	P. M. Ar. Daily.			7.3			Ar. M. Lv. Daily.	Ar. M. Lv. Daily.		

(0.35) (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.	South End
Telluride Br.	47.4	PANDORA	33.	North End
Second	100.3	RUST'S SPUR	14.	North End
"	103.4	LOST CANON	40.	Both Ends
"	112.8	BARNES	48.	South End
"	116.3	GRADENS'	15.	"
"	124.5	BUCKLEY'S	4.	North End
"	129.2	BRAYTON	7.	"
"	145.9	CUNNINGHAMS	14.	South End
"	148.8	FT. LEWIS	7.	Both Ends
"	154.6	FRANKS	8.	North End
"	160.6	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.

●—Coal.

f—Stop on Signals.

□—Telegraph Box.

•—Scales.

⊕—Standard Clock.

○—Water.

⊕—Stop for Meals.

D—Day (only) Telegraph Offices.

REGISTERING STATIONS

B. Ridgway

Placerville

B. Vance Junction

B. Telluride

B. Rico

Dolores

Mancos

B. Durango