



RIO GRANDE SOUTHERN RAILROAD.

EMPLOYEES' TIME TABLE

No. 37.

To Take Effect at 12:01 O'clock a. m., Jan. 15, 1902.

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. 37.		MILES FROM RICO.	NORTHWARD.				CAR CAPACITY OF SIDINGS, WYTES, WATER & COAL.	
2d CLASS.		1st CLASS.			STATIONS AND SIDINGS			1st CLASS.		2d CLASS.			
9 FREIGHT. Lv. Daily except Sunday. A. M.			7 PASS'R Lv. Daily P. M.		5 MIXED Lv. Daily A. M.			6 MIXED Ar. Daily P. M.	8 PASS'R Arrive Daily A. M.	10 FREIGHT. Ar. Daily except Sunday. P. M.			
9.00			2.55		D†	X 0	Ds						
f 9.20			f 3.08	5.2		X 5							
f 9.48			f 3.30	9.7									
10.20			s 3.50	13.3		X 13							
10.30													
f 10.45			f 3.58	16.1		X 16							
f 11.15			f 4.20	22.2		X 22							
s 11.40			s 4.35	26.6		X 27							
f 11.53			f 4.43	29.1		X 29							
f 12.00			f 4.46	30.2		X 30							
f 12.12			f 4.55	32.6		X 33							
12.40													
1.05			5.10	37.8		X 38							
f 1.30													
s 2.05			s 8.50	45.0		X 45							
f 2.23			f 9.00	46.7		X 47							
f 2.42			f 9.12	49.1		X 49							
3.10			s 9.30	52.6		X 53							
3.20													
f 4.05			f 9.56	60.5		X 60							
f 4.20			f 10.06	63.6		X 64							
4.35						X 69							
P. M. Ar. Daily Ex. Sun.			P. M. Arrive Daily.	A. M. Arrive Daily									

(7.35) Water tanks are located near mile posts 10 and 35.
 (2.15) No Train or Engine will leave Ridgway or Rico, without special orders or clearance ticket.
 (2.00)

(1.50) (2.15) (7.00)

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, and over bridge 37 B near 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.

C. E. RIEHLE, Chief Dispatcher.	A. S. MELDRUM, Acting Supt.	
J. M. HERBERT, Manager.	RUSSELL HARDING, Vice-Pres. and Gen'l Mgr.	E. T. JEFFERY, President.

ADDITIONAL SPURS NOT SHOWN IN REGULAR TIME TABLES

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
DISTRICT	MILE			
First	3.0	JAY'S	7.	North End
"	17.1	SAM'S	10.	South End
"	21.5	HASKELL	10.	North End
"	34.3	KOEN	3.	South End
"	35.3	LIME		
"	36.4	SOUTH FORK	35.	South End
"	43.9	BUTTERFLY	15.	South End
"	53.8	RICE'S	4.	North End
"	54.5	SNOW	4.	North End.
"	55.7	GALLAGHER	12.	North End
"	59.3	LONG	5.	South End
"	64.7	WINKFIELD	8.	North End
Telluride Br.	38.2	ILLIUM	5.	North End
"	47.4	PANDORA	36.	
Second	100.3	RUST'S	14.	North End
"	113.7	FIELDS	4.	"
"	116.3	GRADEN	15.	South End
"	124.5	BUCKLEY	4.	North End
"	129.2	BRAYTON	7.	"
"	145.9	CUNNINGHAM	14.	South End
"	148.8	FT. LEWIS	7.	South End
"	159.3	FRANKLIN		South End
"	160.6	BELL'S	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
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