

RIO GRANDE SOUTHERN R. R.

EMPLOYEES' TIME TABLE

No. 12

To take Effect at 12:01 o'clock A. M., June 5, 1892.

THIS TIME TABLE IS FOR THE GUIDANCE OF EMPLOYEES 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.

RIO GRANDE SOUTHERN RAILROAD.

FIRST DISTRICT—RIDGWAY JUNCTION TO RICO.

SOUTHWARD				TIME TABLE No. 12		NORTHWARD					
2d Class		1st Class		MILES FROM RIDGWAY JUNCTION.	STATIONS AND SIDINGS	MILES FROM RICO.	1st Class		2d Class		CAR CAPACITY OF SIDINGS, WYVES AND COAL.
11 Rico & Derange Frt.		5 Rico and Derange Mail and Ex.					6 Ridgway Jc. Mail and Ex.	12 Ridgway Jc. Freight			
Lv. Daily Ex. Sun. A. M.		Lv. Daily A. M.					Ar. Daily P. M.		Ar. Daily Ex. Sun. P. M.		
		11.15		5.2	DI	66.3	2.50		2.45	Y O ●	150
8.00		11.30		5.2		61.0	2.35		2.25	Y O ●	30
8.20		11.50		9.6		56.6	2.15		2.05	Y O ●	13
8.50				3.7		52.9	2.00		1.45	Y O ●	50
9.20		P. M. 12.05	13.3	2.8		50.1	1.50		1.15	Y O ●	10
9.30		12.15	16.1	6.1		44.0	1.25		12.35 12.30 P. M.	Y O ●	25
9.45		12.35	22.2	4.4		39.6	1.08		12.00 M	Y O ●	35
10.20		12.50	26.6	2.5	D	37.1	1.00		11.40	Y O ●	26
10.45		1.00	29.1	3.5		33.6	12.50		11.20	Y O ●	26
11.00		1.10	32.6	5.1		28.5	12.15 12.15 P. M.		10.50 10.30	Y O ●	75
11.20		1.25	37.7	2.2	D	21.3	11.50		9.52	Y O ●	4
11.30		1.45		1.8		19.5	11.40		9.35	Y O ●	23
12.15		2.15	44.9	2.4		17.1	11.30		9.22	Y O ●	30
P. M.				3.5		13.6	11.15		9.00	Y O ●	30
12.57				7.9	D	5.7	10.43		8.50	Y O ●	17
1.10				3		2.7	10.33		8.00	Y O ●	30
1.25				2.7		2.7	10.25		7.45	Y O ●	30
1.50				2.7	D	(66.3)			7.30	Y O ●	80
2.00									Lv. Daily A. M.		
2.45									(7.15)		
3.00											
3.15											
Ar. P. M. Daily Ex. Sun. (7.15)		Ar. P. M. Daily. (4.25)							(7.15)		

No Train or Engine must exceed six miles an hour over high bridge, eight miles west of Ridgway Junction, or high bridge at Haskell's Spur. Water tanks are located one-quarter mile west of Hillside spur, and two miles west of Deep Creek, and at mile posts 41 and 45. No Train or Engine will leave Ridgway Jc. or Rico without special orders or clearance ticket, and no Train or Engine from Telluride branch will leave Vance Jc. on main line without special orders. All Engines must blow the whistle and ring the bell frequently while running between Fall Creek and South Fork. No Train or Engine will exceed a speed of eight miles per hour over bridges between San Bernardo and the spur track near Ames.

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. X—Turn Table. —Telegraph Box.
 a—Regular Stop. ●—Coal. —Scales. —Stop for Meals.
 Y—Wye. —Standard Clock. —Day (only) Telegraph Offices.

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 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.

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. Passengers will not be carried on Freight Trains.

No Train or Engine will exceed schedule time on grades exceeding 100 feet per mile.

A. S. MELDRUM,
Train Master.

W. D. LEE,
Superintendent.

OTTO MEARS,
President.

RIO GRANDE SOUTHERN RAILROAD.

SECOND DISTRICT - RICO TO DURANGO.

SOUTHWARD				TIME TABLE No. 12 June 5, 1892				NORTHWARD				
		FIRST CLASS 5 Rico and Durango Mail & Ex. Lv. Daily P. M.	SECOND CLASS 7 Durango Mixed Lv. Daily Ex. Sun. A. M.	MILES FROM MIDWAY JCT.	STATIONS AND SIDINGS		MILES FROM DURANGO	SECOND CLASS 8 Rico Mixed Ar. Daily Ex. Sun. P. M.	FIRST CLASS 6 Midway Jct. Mail & Express Ar. Daily A. M.			CAR CAPACITY OF SIDINGS, WYRES, WATER & COAL.
		3.50	8.15	66.2	D	RICO 4	R ₀	95.7	4.45	10.15		Y O 80
		4.02	8.35	70.2		MONTELORES		91.7	4.30	10.02		33
		4.16	8.55			KINGS			4.15 4.10	9.50		30
		4.30	9.38 9.33	80.1		BEAR CREEK 5.7 MULDOON		81.8	3.40	9.32		36
		4.45	10.00	85.8		2.2 STONY CREEK		76.1	3.10	9.18		O
		4.58	10.20	88.0		2.0 RAYMOND		71.9	2.50	9.05		39
		5.15	10.47	90.0		6.1 STAPLETON		65.8	2.20	8.48		36
		5.35	11.15 11.45	102.3	D	6.2 DOLORES		59.6	1.45 1.15	8.30		O Y 78
		6.05	12.30	111.3		9.0 GLENCOE	D _j	50.6	12.30	8.00		24
		6.20	12.55	115.3		4.0 MILWOOD		46.6	12.05	7.45		39
		6.40 7.00	1.30 1.40	121.9	D	6.6 MANCOS		Mx	40.0	11.30 11.20	7.20 7.00	O 45
		7.12	2.00	125.1		3.2 MENEFFEE		36.8	11.00	6.52		18
		7.25	2.25	129.0		3.9 BRAYTON		32.9	10.40	6.40		63
				131.0		2.0 AWYO		31.3				O Y 39
		7.40	2.53	133.3		2.6 THE HOOK		28.6	10.15	6.25		39
		8.10	3.40	141.1		7.8 PARADOX		20.8	9.35	5.58		21
		8.23	4.00	145.0		3.9 HESPERUS		16.9	9.10	5.38		O 39
		8.48	4.50	153.9		8.9 PINE RIDGE		8.0	8.20	5.08		36
		8.58	5.05	156.8	D	2.9 PORTER		Pr	5.1	8.00	4.58	Y 100
		9.15	5.30	161.9	D	5.1 DURANGO		Dg		7.30	4.40	O X 302
		P. M. Ar. Daily	P. M. Ar. Daily			95.7			A. M. Lv. Daily	A. M. Lv. Daily		
		(5.25)	(9.15)						(9.15)	(5.35)		

No Train or Engine will leave Rico or Durango without special order or clearance ticket.
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.

TELLURIDE BRANCH.

SOUTHWARD				TIME TABLE No. 12 June 5, 1892				NORTHWARD				
		29 Freight Lv. Daily Ex. Sun. P. M.	25 Telluride Mixed Lv. Daily P. M.	MILES FROM MIDWAY JUNCTION	STATIONS AND SIDINGS		MILES FROM PANDORA	26 Midway Mixed Ar. Daily P. M.	28 Freight Mixed Ar. Daily Ex. Sun. P. M.			CAR CAPACITY OF SIDINGS, WYRES, WATER AND COAL.
		3.25	1.35	37.7	D	VANCE JUNCTION 4	V	9.7	12.25	3.10		Y 75
		3.45	1.55	41.7		1.9 KEYSTONE		5.7	12.05	2.40		10
		3.50	2.00	43.6		1.4 SAN MIGUEL		3.8	12.00	2.35		25
		4.05	2.10	45.0	D	2.4 TELLURIDE		Do	3.4	11.55	2.30	O Y 109
				47.4		2.4 PANDORA			A. M. Lv. Daily	P. M. Lv. Daily		36
		P. M. Ar. Daily	P. M. Ar. Daily			9.7			(0.30)	(0.40)		
		(0.40)	(0.35)						(0.30)	(0.40)		

No Train or Engine will leave Vance Junction or Telluride without special order or clearance ticket.