

RIO GRANDE SOUTHERN RAILROAD.

EMPLOYES' TIME TABLE

No. 26.

To Take Effect at 12.01 O'clock A. M., May 17, 1896.

This Time Table Is for the Cuidance 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.

HERALD PRINT, OURAY, GOLO.

FIRST DISTRICT-Ridgway and Rico.

SOUTHWARD.			TIME TABLE No. 26.		NORTHWARD.				F 8.7
20 CLASS. IST CLASS.		FROM WAY.			IST CLASS. 20 CLASS			TY COA	
FREIGHT.	PASS'GR. PASS'G	0 0	MAY 17, 1896.	S FROM	6 PASS'GER.	8 PASS'GER.		REIGHT.	SAPACI INGS, TER &
lev. daily except Sunday. A. M.	bv.Daily bv.D	aily	STATIONS AND SIDINGS.	WILES	Ar. Daily	Arrive Daily A. M.	4	Ar. Daily except Sunday. P. M.	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
8.40	2.50 7.3		D‡ RIDGWAY Ds	66.2	4.30	11.12		4.10	Y 0 x 118
f 9.00	f 3.03 f 7.4	2 5.2	HAGENS	61.0	f 4.17	f 11.02	f	3.50	33
9.27	3.25 8.0	9.6	HILLSIDE SPUR	56.6	4.00	10.45		3.25	11
9.50	s 3.45 8 8.1	7 13.3	3.7 DALLAS DIVIDE Dv	52.9	8 3.45	s 10.30		3.00	Y 52
f 10.20	f 3.55 f 8.	27 16.1	LEOPARD CREEK	50.1	r 3.35	f 10.20	f	2.30	12
f 10.50	f 4.10 f 8.4	7 22.2	BROWN	44.0	f 3.13	f 9.55	ſ	1.50	0 25
s 11.15	s 4.25 s 9.0	2 26.6	D PLACERVILLE Pv	39.6	s 2.58	s 9.40	s	1.25	Y 42
f 11.28	f 4.33 f 9.0	9 29.1	FALL CREEK	37.1	f 2.50	f 9.32	1	1.13	28
f 11.33	f 4.36 f 9.1	2 30.2	D SAWPIT Sp	36.0	1 2.46	f 9.28		1.08	7
11.45	f 4.45 f 9.2	0 32.6	WILSON	33.6	f 2.38	9.20	CONTRACTOR AND ADDRESS OF THE PARTY NAMED IN	12.57	27
12.10 12.35	5.00 9.3 5.10 9.4		D VANCE SUNCTION MI	28.4	2.23 2.18	9.05 8.55	1	2.35	67
f 12.58	f 5.24 f 9.5	5 41.0	AMES 4.0	25.2	1 2.06	f 8.43	1	11.45	0 8
s 1.25	s 5.40 s 10.	10 45.0	D OPHIR HI	21.2	s 1.53	8 8.28	8	11.25	19
1.43	f 5.50 f 10.2	0 46.7	SAN BÉRNARDO	19.5	1 1.43	f 8.18	f	11.13	22
2.00	6.02 f 10.8	0 49.1	TROUT LAKE	17.1	f 1.35	f 8.08	r	11.00	0 28
2.25	s 6.20 810.4	2 52.6	LIZARD HEAD Ha	13.6	8 1.23	s 7.55		10.35	Y • 28
3.15	f 6.45 f 11.0	6 60.5	COKE OVENS	5.7	f 12.53	7.25	t t	9.45	0 24
2 3.30	f 6.52 f 11.1	3 63.6	BURNS 2.6	2.6	f 12.43	f 7.15	t	9.28	31
3.50	7.00 11.9	2 66.2	D RICO Ro		12.33	7.05		9.10	Y 0 • 144
P. M. Ar. Daily except Sunday.	P. M. A. M Arrive Ar. Da Daily.		(66.2)		P. M. Lv. Daily	A. M. Leave Daily	Ь	A. M. v.Daily except unday.	

Water tanks are located near mile posts 10 and 35.

No Train or Engine will leave Ridgwayor 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 distruct 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.

 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, SUPT. E. T. JEFFERY, PRESIDENT

SECOND DISTRICT -- Rico and Durango.

SOUTHWARD.			TIME TABLE No. 26.		26.		NORTHWARD.			4.51
20 CLA	SS. IST CLAS	FROM WAY.	I.	IAY 17, 1896.		ROM GO.	IST CLAS	S. 2	D CLASS.	WYES COAL
FREIGHT.	5 PASS				-	MILES FROM DURANGO.	6 PASS'GER.		FREIGHT.	CAR CAPACITY OF SILINGS, WYES, WATER & COAL.
Lv.Daily Ex. Sun. A. M.	Lv. I	aily	STATI	ONS AND SIDINGS			Ar. Daily P. M.		Ar. Daily Ex. Sun. P. M.	CAR SII
8.35	11	25 66.2	D	RICO 4.0	Ro	95.9	12.08		4.40	Y 0 • §
1 8.55	f 11	35 70.2		MONTELORES 4.3		91.9	f 11.57		f 4.15	22
f 9.13	f 11.	45 74.5		KINGS - 5.7		87.6	f 11.45		f 3.50	24
1 9.37	f 12	00 80.2	0	BEAR CREEK	Au	81.9	f 11.28	THE STATE	f 3.20	29
f 9.51	1 12	09 83.6		RED ROCK		78.5	111.10		f 3.03	
f 10 .00	f 12	14 85.9		MULDOON 4.3		76.2	f 11.14		f 2.50	35
f 10.20	f 12	25 90.2	0 11 11 11	RAYMOND 6.1	Ra	71.9	f 11.03		f 2.25	39
110.49	f 12	12 (1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		STAPLETON 6.0		65.8	f10.49	-	f 2.00	40
11.15 11.20		50 15 102.3	D	DOLORES 9.5	Dj	59.8	s 10.35		1.35 1.15	97 0 Y
12.05 12.25	f 1	40 111.8	п	GLENCOE 3.8	Ge	50.3	f 10.10		f12.25	Y 29
s 12.45	f 1	50 115.6		MILWOOD 6.5		46.5	f 10.00		s 12.05	41
1.20	s 2	10 12.21	D	MANCOS 3.2	Mx	40.0	s 9.40		11.30 11.25	Yo 45
f 1.45	f 2	21 125.3		MENEFEE 7.6		36.8	1 9.29		f 11.10	18
f 2.25	f 2.	50 132.9	□ MP 131)	MESA 3.6	Ma	29.2	f 9.05		f 10.33	35
f 2.45	t 3	03 136.5		DIX		25.6	f 8.53		f 10.15	19
s 3.18	f 3	18 141.2	0	4.7 CIMA 4.4	Ga	20.9	f 8.35	T PERM	s 9.50	33
s 3.50	8 3	31 145.6	D	HESPERUS	Hf	16.5	s 8.21		s 9.25	0 44
s 4.10	f 3	38 147.0		UTE JUNCTION		15.1	f 8.15		s 9.10	Y • 37
f 4.45		57 154.2		PINE RIDGE		7.9	f 7.54	The second	f 8.30	34
s 5.05	1 4	04 157.1		PORTER 5.0		5.0	i 7.47		s 8.10	Yo149
5.35		20 162.1	D‡	DURANGO	Dg	1 - 4	7.30		7.35	● ○ X 302 §
P. M. Ar. Daily Ex. Sun.	P. Ar. I	aily		95.9			A. M. lov. Daily		A. M. Lv. Daily EX. Sun	
(9.00) No fram or Engine	e will leave Rico or Durango	55) without speci	al order or clearance tic	cket. All trains will leave a re	oistering ticket	in hov a	(4.38)		(9.05)	

(4.38)

No Iram 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. 26.			NORTHWARD.		P.S. F.
IST CLASS.		FROM WAY.		ROM	1000	IST CLASS.			
29 MIXED.	MIXED.	25 MIXED.	MILES FF	MAY 17, 1896.	MILES FROM	26 MIXED.	28 MIXED.	30 MIXED.	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.
Lv. Daily. P. M.	lev. Daily P. M.	lov. Daily A. M.	M	STATIONS AND SIDINGS.	W	Ar. Daily P M.	Ar. Daily, A. M.	Ar. Daily, P. M.	CAR C SID WA
2.25	5.10	9.45	37.8	D VANCE JUNCTION MI	9	6 2.15	8.50	4.55	Y 75
f 2.45	f 5.30	f 10.05	41.7	KEYSTONE	5	7 1 1.55	f 8.30	f 4.35	10
f 2.50	f 5.35	f 10.10	43.7	SAN MIGUEL	3	7 f 1.50	f 8.25	f 4.30	25
3.00	5.45	10.20	45.1	D TELLURIDE Do	2	3 1.45	8.20	4.25	§ 109
			47.4	PANDORA					36
P. M. Ar. Daily.		A. M. Ar. Daily.		9.6		P. M.	A. M. Lv. Daily.	P. M. Lv. Daily.	
(0.35) Train or Engine will	(0.35)	(0.35)	cial order	r clearance ticket		(0.30)	(0 30)	(0.30)	AU TONING

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AMERICA PROPERTY.

Se in 4 0 00 SHOWN IN REGULAR TIME TABLES NOT

LOCA	TION	NAMES MY A ST	CAR CAPACITY	SWITCH
DISTRICT	MILE	Novey Tax es	5,00	CONNECTIONS
		ė e	- I was	North End
First	3.0	JAY'S SPUR	14.	North End
	6.9	TIE SPUR	3.	"
	17.1	SAM'S SPUR	7.	
	21.5	· HASKELL'S SPUR	10.	
"	36.4	SOUTH FORK	35.	South End
"	50.8	SUFFOLK	3.	North End
	55.7	GALLAGHER'S SPUR	12.	North End
"	59.3	LONG'S SPUR	5.	South End
	62.3	POWERS	4.	"
	64.7	WINKFIELD'S SPUR	8.	North End
Telluride Br.	38.6	ILLIUM	22.	Both Ends
	82.8	RED ROCK SPUR	10.	Disconnected
Second		LOST CANON	40.	Both Ends
	103.4	BARNES	48.	South End
	112.8	GRADENS'		"
"	116.3	BRAYTON	15. 7. 7.	North End
"	129.2 148.8	FT. LEWIS	7.	Both Ends
	160.6	BELL'S SPUR	37.	South End

EXPLANATION OF CHARACTERS.

AS 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. S-Scales. 1-Standard Clock.

○-Water.
 ⑤-Stop for Meals.
 D-Day (only) Telegraph Offices.

REGISTERING STATIONS

B. Ridgway Placerville

B. Vance Junction

Mancos B. Durango

B. Telluride

B. Rico Dolores

45.2

1920 63

200

101

210