

Rio Grande Junction Railway Co.

TIME TABLE

No. 15,

To Take Effect at 12:05 o'clock A. M., July 10, 1892.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

THE COMPANY RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

MOUNTAIN TIME WILL BE USED.

E. T. JEFFERY,
General Manager.

W. G. CHOATE,
Superintendent.

H. COLLBRAN,
General Manager.

Rio Grande Junction Railway Company.

RUNNING WEST.

RUNNING EAST.

Second Class.				First Class.				Distance from New Castle. Miles.	Coal and Water Stations.	TIME TABLE No. 15. In Effect July 10, 1892, at 12:05 A. M.	Telegraph Stations.	No. of Capacity of Cars.	First Class.				Second Class.		
63 D. & R. G. Salt Lake Fast Freight.	61 D. & R. G. Through California Fast Freight.	45 C. M. Utah and California Fast Freight.	103 C. M. Pacific Express.	101 C. M. Aspen and Utah Express.	3 D. & R. G. Salt Lake and California Express.	1 D. & R. G. Pacific Mail and Express.	2 D. & R. G. Atlantic Mail and Express.						4 D. & R. G. Atlantic Express.	102 C. M. Centennial State Limited.	104 C. M. Chicago Limited.	46 C. M. Fast Fruit and Freight.	62 D. & R. G. Salt Lake Fast Freight.	64 D. & R. G. Through California Fast Freight.	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						
6:10pm	1:45pm	3:35am	10:30am	9:45pm	10:20am	9:55pm	.0	●	NEW CASTLE.	N	200	8:10pm	11:05am	8:20pm	10:20am	4:30pm	1:35pm	10:25pm	
6:35	2:04	3:55	10:42	9:57	10:32	10:07	6.8	●	SILT.	NC	44	8:00	10:42 10:32	8:10	10:08	4:14	1:12	10:07 9:55	
6:45	2:12	4:03	10:47	10:02	10:37	10:12	9.7	●	ANTLERS.	NC	5	7:55	10:26	8:05	10:03	4:07	1:03	9:45	
7:04	2:25	4:16	10:55	10:10	10:45	10:20	14.0	○	RIFLE.	Rf	143	7:47	10:18	7:57	9:57	3:56	12:47	9:27	
7:33 7:45	2:35	4:44	11:11	10:25	11:01	10:35	22.9	○	MORRIS.	Rf	55	7:35	10:02	7:45	9:42	3:35	12:17	8:54	
8:20	3:15	5:10	11:27	10:42	11:17	10:52	31.3	○	PARACHUTE.	Pc	84	7:24	9:46	7:34	9:27	3:15	11:50	8:20	
8:37	3:28	5:24	11:35	10:50	11:25	11:00	36.1	○	UNA.	Pc	64	7:15	9:37	7:25	9:19	3:05	11:35 11:25	8:05	
9:05	3:50	5:49	11:50	11:05	11:40	11:15	44.0	○	DE BEQUE.	De	126	7:02	9:22	7:12	9:06	2:46	10:57	7:38	
9:30	4:06	6:09	12:02	11:18	11:52	11:28	50.7	○	CABEZA.	De	54	6:51	9:08	7:01	8:54	2:30	10:33	7:16	
9:44	4:17	6:22	12:10	11:25	12:00	11:35	54.9	○	TUNNEL.	De	61	6:44	9:01	6:54	8:47	2:20	10:18	7:04	
10:02	4:30	6:37	12:18	11:34	12:08	11:44	59.9	○	CAMEO.	De	59	6:36	8:52	6:46	8:38	2:08	10:00	6:46 6:32	
10:17	4:44	6:53	12:28	11:43	12:18	11:53	64.8	○	PALISADE.	Si	77	6:27	8:42	6:37	8:30	1:57	9:42	6:22	
10:35	4:57	7:08	12:38	11:54	12:28	12:04	70.0	○	CLIFTON.	Si	48	6:21	8:32	6:31	8:23	1:45	9:25	6:09	
11:00pm	5:15pm	7:30am	12:50pm	12:05am	12:40pm	12:15am	76.9	●	GRAND JUNCTION.	Jn	230	6:10pm	8:20am	6:20pm	8:10am	1:30pm	9:00am	5:50pm	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
(4:50)	(3:30)	(3:55)	(2:20)	(2:20)	(2:20)	(2:20)						(2:00)	(2:45)	(2:00)	(2:10)	(3:00)	(4:35)	(4:35)	

C. M. Trains 45 and 46, also D. & R. G. Trains 62 and 63, will do local work between New Castle and Grand Junction.
 No Train will leave New Castle or Grand Junction without a Special Order or Clearance Ticket.
 Registering Stations—New Castle and Grand Junction.

SPECIAL RULES AND REGULATIONS.

Superseding All General Rules Inconsistent Therewith.

Rights of Trains.—Eastbound Trains have absolute Right of Track over Westbound Trains of same or inferior class.

Passengers will not be carried upon Freight Trains. Baggage will not be checked for Freight Trains.

Employes holding passes may be carried upon any Freight Train.

Passes held by Employes of R. G. Jct. Ry. will be honored on Trains of either Road between points on this Line.

Stockmen in charge of stock, when holding proper contracts, will be carried on any Train having their stock.

EXPLANATION OF CHARACTERS:

Letters to Right of Station Names indicate Telegraph Call.

Figures under each Train indicate time used by Trains in passing over the Division.

N—Day and Night Telegraph Offices.

•—Coal.

○—Water.

D—Day (only) Telegraph Offices.

s—Regular Stop.

f—Stop on Signals.

⌋—Stop for Meals.

↑—Standard Time Clocks.

B—Bulletins.

Y—Wye.

A. 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.

B. Not more than two engines must be coupled to one Passenger Train. If more power is required, trains must be divided.

C. SPEED OF TRAINS.—Trains must not exceed six miles per hour within corporate limits of towns or cities.

D. AIR BRAKES.—The automatic air-brake must be used on Passenger Trains, and on Freight Trains having cars so equipped, and pressure-retaining valves must be applied before descending heavy grades. In Freight Trains, when only a portion of the cars are so equipped, these must be trained next to the engine, and care exercised in taking up slack of train when reducing speed.

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.)

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.

E. Delayed regular trains must not exceed card time in running, and **irregular trains** must not make the maximum speed allowed unless the condition of the track, the weather and all circumstances warrant their doing so with safety.

MAXIMUM SPEED OF TRAINS.

F. Delayed 1st Class Trains.....	40	miles per hour.
Delayed 2nd Class Trains.....	26	" " "
Special Passenger Trains.....	40	" " "
Extra Freight Trains.....	26	" " "
Work Trains.....	25	" " "
Extra Light Engines.....	30	" " "

The speed given above must not be exceeded without an order from the Superintendent.

G. All trains will reduce speed while running over high trestles, bridges, and at curves on miles 20⁶₁₀, 40²₁₀, 54 and 55⁶₁₀.

H. All trains must pass switches and stations with **great caution**, expecting to find occasion to stop.

I. In case of an extraordinary rain storm or high water, trains must be brought to a stop and a man sent out to examine bridges, trestles, culverts and other points liable to damage, before passing over.

Conductors and Enginemen will make careful inquiry at all stopping places, and, when thought advisable, make extra stops to ascertain the extent and severity of storms, taking no risks.

In case of doubt as to the safety of proceeding, they will place their train upon the siding and remain there until certain it is safe to proceed.

J. All trains will stop and see that switches are right for their trains to enter and leave Grand Junction Yard. See that all switches are left as found.

K. Train and Enginemen must procure a copy of the General Rules before running upon this line. These Rules are the same as those in force upon the D. & R. G. Road. Rule Books can be obtained at Superintendent's office.

SPEED TABLE.

MILES.	Time of Performance.				MILES.	Time of Performance.			
	Speed per Hour.	½ Mile.	¼ Mile.	1 Mile.		Speed per Hour.	½ Mile.	¼ Mile.	1 Mile.
1	15	30	60	31	0 29	0 58	1 56		
2	7 30	15	30	32	0 28	0 56	1 52		
3	4	10	20	33	0 27	0 54	1 49		
4	3 45	7 30	15	34	0 26	0 53	1 45		
5	3 0	6 0	12 0	35	0 25	0 51	1 42		
6	2 30	5 0	10 0	36	0 25	0 50	1 40		
7	2 8	4 17	8 34	37	0 24	0 48	1 37		
8	1 52	3 45	7 30	38	0 23	0 47	1 34		
9	1 46	3 20	6 40	39	0 23	0 46	1 32		
10	1 30	3 0	6 0	40	0 22	0 45	1 30		
11	1 21	2 43	5 27	41	0 21	0 43	1 27		
12	1 15	2 30	5 0	42	0 21	0 42	1 25		
13	1 9	2 18	4 37	43	0 20	0 41	1 23		
14	1 4	2 8	4 17	44	0 20	0 40	1 21		
15	1 0	1 0	4 0	45	0 20	0 40	1 20		
16	0 56	1 52	3 45	46	0 19	0 39	1 18		
17	0 52	1 46	3 31	47	0 19	0 38	1 16		
18	0 50	1 40	3 20	48	0 18	0 37	1 15		
19	0 47	1 34	3 9	49	0 18	0 36	1 13		
20	0 45	1 30	3 0	50	0 18	0 35	1 12		
21	0 42	1 25	2 51	51	0 17	0 35	1 10		
22	0 40	1 21	2 43	52	0 17	0 34	1 9		
23	0 39	1 18	2 36	53	0 17	0 34	1 7		
24	0 37	1 15	2 30	54	0 16	0 33	1 6		
25	0 36	1 12	2 24	55	0 16	0 32	1 5		
26	0 34	1 9	2 18	56	0 16	0 32	1 4		
27	0 33	1 6	2 13	57	0 15	0 31	1 3		
28	0 32	1 4	2 8	58	0 15	0 31	1 2		
29	0 31	1 2	2 4	59	0 15	0 30	1 1		
30	0 30	1 0	2 0	60	0 15	0 30	1 0		