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The
Denver and Rio Grande Western Railroad
Company

DURLIN BRANCH

TIME-TABLE

No. 5

Takes Effect Monday, June 15, 1936

**at 12:01 A.M.
Standard Time**

NOTE IMPORTANT CHANGES IN TIME - TABLE RULES

**For the exclusive guidance of Employees; not for
the information of the Public**

**The Management reserves the right to vary from
it at pleasure**

WESTWARD					MAIN LINE					EASTWARD						
THIRD CLASS		SECOND CLASS	FIRST CLASS		Miles from Denver	Sub-Division 12				Miles from Durango	Car Capacity	FIRST CLASS		SECOND CLASS	THIRD CLASS	
443 Freight	453 Freight	23 Flint - Chama Mixed	123 Durlin - Chama Passenger	115 San Juan Passenger		Stations Time-Table No. 5 June 15 1936						116 San Juan Passenger	124 Chama - Durlin Passenger	22 Chama - Flint Mixed	444 Freight	454 Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
7:09am				11:45am	251.7	As	ALAMOSA	BDKPTX	199.8	Yard		2:50pm				4:05pm
7:15am		11:40am 11:55am	10:30am	11:50am	340		GRANDT LINE JCT.	PJ	111.5			2:45pm	3:23pm	6:39am	3:55pm	
7:25am	9:45am	12:05pm	10:35am	11:55pm 12:20pm	344.1	Ch	CHAMA	CPTWZX	107.4	Yard		2:40pm 2:20pm	3:16pm	6:30am	3:45pm	1:05pm
	9:55am			12:40pm	377.7		NAVAJO	PW	73.8	10		2:15pm				12:45pm 12:20pm
	φ			φ	449.1		PARKER/LIFTOUT		2.4			φ				φ
	10:10am			12:50pm	451.5	Dg	DURANGO	BDKPTX		Yard		2:01pm				12:08pm
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

WESTWARD					DURLIN BRANCH					EASTWARD						
		SECOND CLASS	FIRST CLASS		Miles from Denver	Sub-Division 12-A				Miles from Grandt Line Jct	Car Capacity Siding	FIRST CLASS		SECOND CLASS		
		23 Flint - Chama Mixed	123 Durlin - Chama Passenger			Stations Time-Table No. 5 June 15 1936						124 Chama - Durlin Passenger	22 Chama - Flint Mixed			
		Leave Daily	Leave Daily									Arrive Daily	Arrive Daily			
			9:26am		385.2	DI	DURLIN	BCPTWX	45	Yard		4:28pm				
			9:32am		378.1		RESIN CREEK	P	38	2		4:18pm				
			9:46am		374.3		FRITZ PARK	BP	31.9	7		4:10pm				
		10:40am 11:15am	9:53am 10:10am		368	Cr	CARRUMBA	BJPRWYX	27.9	12		3:56pm 3:46pm	8:20am 7:22am			
		φ	φ		352.1		TOLTEC GORGE	P	12			φ	φ			
		11:35am	10:25am		344		CRESCO	PW	4.1	5		3:29pm	7:04am			
		11:40am 11:55am	10:30am		340		GRANDT LINE JCT.	P				3:23pm	6:39am			
					344	Ch	CHAMA	CPTWZX		Yard						
		Arrive Daily	Arrive Daily									Leave Daily	Leave Daily			

Note 1: Train Numbers 22 and 23 arrive and depart Carrumba on the siding. Other trains meeting 22 or 23 at Carrumba use main track.

WESTWARD					FLINT BRANCH					EASTWARD						
		SECOND CLASS			Miles from Denver	Sub-Division 12-B				Miles from Flint	Car Capacity Siding			SECOND CLASS		
		23 Flint - Chama Mixed				Stations Time-Table No. 5 June 15 1936						22 Chama - Flint Mixed				
		Leave Daily										Arrive Daily				
		10:30am			373	Fn	FLINT	BCPYX		Yard			8:30am			
		10:40am			368	Cr	CARRUMBA	BJPRWYX	4.5	12			8:20am			
		Arrive Daily										Leave Daily				

Note 1: Train Numbers 22 and 23 arrive and depart Carrumba on the siding. Other trains meeting 22 or 23 at Carrumba use main track.

EXPLANATION OF CHARACTERS				OPEN HOURS COMMUNICATION OFFICES			
B- Bulletins		P- Telephone	X- Yard Limits	STATIONS	DAILY HOURS		
C- Coal		R- Train Register	Y- Wye	Alamosa	Continuous		
J- Junction		T- Turntable	Z- Track Scales	Chama	5:00 AM to 10:00 PM		
K- Standard Clock		W- Water		Carrumba	6:30 AM to 7:00 PM		
				Durango	7:45 AM to 6:30 PM		
				Durlin	8:00 AM to 5:00 PM		
Bold times indicates meet with another timetable train							

Special Time-Table Rules

Superseding General Rules and Regulations which are Inconsistent Therewith

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

2. All trains will leave Grandt Line Jct. without clearance card.

2-A. There is no train order signal at Chama, Durlin, Flint, Alamosa and Durango. No train will leave these stations without clearance card.

2-B. Trainmen will telephone dispatcher and report train arrival at Carrumba, Chama, Durlin and Flint.

3. TRAIN REGISTER BOOKS are located at: Alamosa, Carrumba, Chama, Durango, Durlin

Register stations are shown in body of Time-Table in FULL FACE TYPE.

3-A. Conductors will register number of their Helper Engines with their trains.

4. YARD LIMIT STATIONS:

Alamosa	Carrumba	Chama + GLJ
Durango	Durlin	Flint

4-A. Except for First and Second Class trains, all other trains will stop as Chama Yard Limits and call the yardmaster for track assignment before entering yard.

5. On trains in either direction at Fritz Park, and on westward trains at Carrumba trainmen must assist in looking over the air brakes as well as the general condition of the train, and trainmen must try the brakes and know the condition of same before train leaves these stations.

After brakes have been released, retainers must be turned up before trains leave any station on a descending grade where retainers are required to control speed.

5-A. When train leaves initial terminal, Fritz Park, Carrumba or any point after the train line has been broken, a running test of the air brake system must be made as soon as speed permits.

5-B. Westward freight trains on Sub-Divisions 12-A will stop 5 minutes at Carrumba and Cresco to cool wheels and inspect train.

5-C. Trainmen must not uncouple cars on grades without first testing brakes and knowing they will hold. Red knobs set car chocks at Carrumba, Chama coal track, Cresco, Durlin, Fritz Park and Resin Creek.

6. Drawhead knuckles must be properly coupled when pushing engines or cars on sharp curves and on heavy grades to avoid possibility of couplers passing and resultant damage therefrom.

7. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up the platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

7-A. Passengers may be carried on Extra freight trains between Chama and Carrumba, on Flint Branch and between Carrumba and Durlin.

7-B. Cars must not be "kicked or dropped."

8. All employees are hereby notified of close clearance of structures, etc. located on the mainline and sidings as follows:

Sub-division	Mile Post	Description	Side or Overhead
MAIN TRACK			
12	377.4	Navajo	Bridge
MAIN TRACK			
12-A	343		Tunnel
12-A	352.1	Toltec Gorge	Tunnel
PASS TRACK			
12-A	374.3	Fritz Park	Stock Chute
			Side

All employees are also hereby notified that there are coal chutes, buildings platforms and other structures located on tracks other than the main track and sidings, that WILL NOT CLEAR a man riding on the side of a car or engine or on the top of a car; and all employees must protect them selves from injury in passing such structures.

8-A. All employees are also hereby notified to use caution when reaching to couple or uncouple cars to avoid damage to scenery, buildings and other property.

8-B. Engines are not to pass under the Handley Rock Coal Co. bins in Flint.

8-C. All employees and passengers are prohibited from leaning on the scenery or placing beverage containers on the property. Beverage containers must be placed on the shelves provided.

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make schedule. At no time,

however, should a speed exceeding thirty miles per hour be made with narrow gauge passenger trains, nor a speed exceeding twenty-five miles per hour be made with narrow gauge mixed or freight trains.

9-A. Speed restrictions governing freight trains will govern speed of light engines unless otherwise provided for in Rule 9-B.

9-B. The specific restrictions shown below cover certain territories where conditions make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with.

	Passenger MPH	Mixed or Freight MPH
Sub-Division 12		
Parker Cut-Off.....	5	5
Sub-Division 12-A		
Fritz Park - Durlin -- descending....	15	10
Fritz Park - Carrumba -- descending.	20	15
Carrumba - Grandt Line Jtc.....	15	12
High line bridges.....	12	10
Sub-Division 12-B		
Carrumba - Flint -- descending.....	20	15
Navajo, West switch.....	5	5

All Sub-Divisions, except where specific restrictions in certain territories require lower speed:

	Miles per hour
In or out of turnouts.....	15
Over railroad crossings.....	20
Within Yard limits.....	8
Engines backing up.....	15
Steam Derricks, Pile Drivers, Shovels	15

9-C. City ordinance speed limits as follows:
 Flint town limits 12 miles per hour.

9-D. K-36 and K-37 engines must not be double headed over high line bridges, Sub-division 12-A.

9-E. K-36, K-37 and K-28 class engines must not be operated east of Carrumba, Sub-Division 12-A.

9-F. No engine larger than C-21 class must be used in service between Fritz Park and Durlin, Sub-Division 12-A.

10. Unless otherwise provided, helper engines must be placed on the head end of train.

10-A. Helper engines must not be placed behind cabooses.

10-B. Doubleheading is prohibited on descending grade movements, Fritz Park to Durlin, Fritz Park to Carrumba and

Carrumba to Grandt Line Jtc., except in snow service and only then authorized by the Trainmaster.

11. Open or stock cars loaded with creosoted ties should be entrained at least 3 cars from engine to avoid fire hazard.

12. Equipment arriving Durlin on No. 124 will be left standing on main track in front of passenger station clear of the cross over track.

13. Extra freight trains are ordinarily operated Chama to Durlin and return Monday through Friday.

The following special rules 14 to 19 inclusive, in connection with the Rules and Regulations of the Operating Department, 1924, supersede all previous rules and instructions inconsistent therewith:

14. Rule 11 is revised as follows:
 “A train finding a fusee burning red on or near its track must stop and wait until it has burned out before proceeding at restricted speed for a distance of at least one-half mile.

 A red fusee should be used when safety requires a train be stopped.

 A yellow fusee is a signal to run at restricted speed for a distance of at least one-half mile.

 A yellow fusee used where safety will permit.”

15. Add Rule 220B as follows:

 “Train orders and MB’S relating to track conditions, unless annulled, must be respected by conductors and enginemen on all trips made during the tour of duty on which such orders were received.”

16. First paragraph of Rule 221 is amended to read:
 “Except at stations where all trains are required to obtain a clearance card, a fixed signal must be used at each train order office, which shall indicate “stop” when there is an operator on duty, except when changed to indicate “proceed” to allow a train to pass when there are no train orders for any train in the same direction. Where other than two position or three position semaphore is used, the signal must not be changed to indicate proceed when there is a train order for a train in either direction. A train must not pass the signal while “stop” is indicated, without a clearance card. The signal must be returned to indicate “stop” as soon as the train has passed. It must be fastened at proceed only when no operator is on duty.

17. Add to instructions following Example 3 of Form G:
 “Work extras, whether required to protect or not protect against extra trains, must clear the time of the extra five minutes.”

18. Add to instructions following Form K”

“It will be necessary to obtain the annulment of a schedule or section but once, provided conductor and engineman have a copy in their possession on each trip.”

19. Rule 86, Rules and Regulations of the Operating Department, 1924, does not apply to Narrow Gauge Lines. In Narrow Gauge territory an inferior train must clear the time of a superior train, in the same direction, not less than five minutes.

Tonnage Ratings - Durlin Branch

Equivalent Car Count

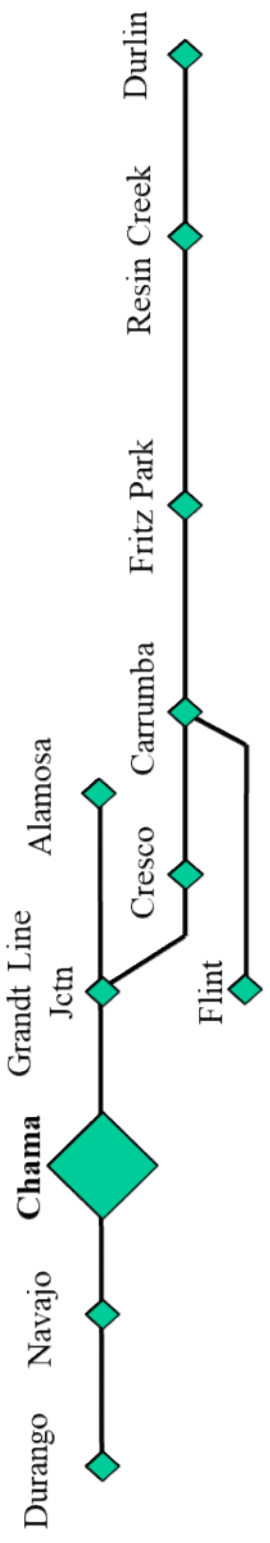
From	To	Class of Engine K-37 Nos. 490-499	Class of Engine K-36 Nos. 480-489	Class of Engine K-28 Nos. 470-479	Class of Engine K-27 Nos. 450-464	Class of Engine C-25 Nos. 375	Class of Engine C-21 Nos. 360-361	Class of Engine C-19 Nos. 340-347	Class of Engine C-18 C-17 Nos. 300-320	Class of Engine C-16 Nos. 200-286	Class of Engine T-12 Nos. 166-177
		Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Alamosa	Chama	23	22	17	16	15	11	9	10	7	4
Carrumba	Fritz Park				9	8	7	6	6	5	5
Chama	Cumbres	10	9	8	7	7	6	5	5	3	4
Chama	Carrumba	10	9	8	7	6	6	5	5	3	3
Chama	Durango	30	30	23	22	22	13	11	12	10	4
Durango	Chama	18	18	13	12	9	8	6	7	5	4
Durlin	Fritz Park						6	5	5	4	3
Flint	Carrumba	23	22	17	16	15	11	9	10	7	4

1. Chama - Carrumba has 4% ruling grade
2. Carrumba - Fritz Park has 2.5% ruling grade
3. Durlin - Fritz Park has 4% ruling grade

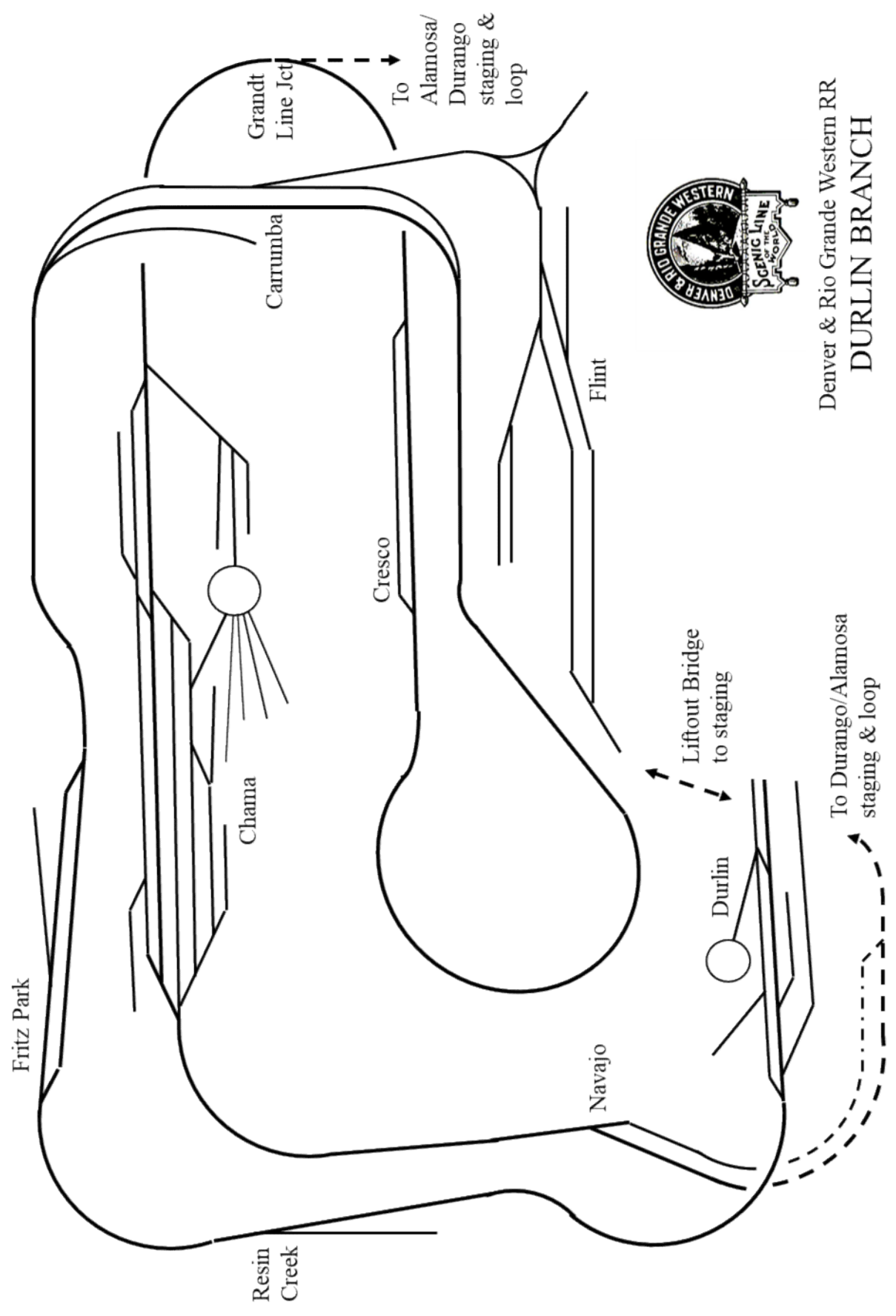
On 4% grades, engines equipped with
 1 – 9 1/2” Compressor 30 cars 575 tons
 1 – 11” Compressor 45 cars 650 tons
 2 – 9 1/2” Compressor 60 cars 800 tons

When equipped with one 8 1/2” C.C. air compressor,
 35 cars coal or other heavy loading 1150 tons
 45 cars stock and other light loading 1150 tons
 45 cars mixed loads and empties 1150 tons
 60 cars empty 1150 tons

E A S T



W E S T



Denver & Rio Grande Western RR
DURLIN BRANCH

