

The Rio Grande Southern Railroad Company

CASS M. HERRINGTON, Receiver

TIME-TABLE No. 5

TAKES EFFECT

Sunday, February 14, 1943

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table of
Districts 1, 1-A and 2

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

The Management reserves the right to vary
from it at pleasure

CASS M. HERRINGTON
Receiver
Denver

R. R. BOUCHER
Superintendent
Durango, Colo.

C. W. GRAEBING
Genl. Mgr. & Auditor
Durango, Colo.

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

Westward

MAIN LINE

Eastward

FIRST CLASS		FIRST CLASS		Miles from Ridgway	DISTRICT 2 STATIONS TIME TABLE No. 5 FEBRUARY 14, 1943		Miles from Durango	Car Capacity Passing Tracks	FIRST CLASS		FIRST CLASS		
		371									372		
		Leave Daily								Arrive Daily			
		4 56 PM		66.2	RO	RICO	D↓*TGCWYB	96.4	Yard	9 13 AM			
		5 04		70.2		MONTELORES		92.4	2	9 05			
		f 5 16		74.5		KING		88.1	20	f 8 49			
		f 5 30		80.2		BEAR CREEK		82.4	16	f 8 34			
		f 5 43		85.9		MULDOON		76.7	30	f 8 18			
		552		90.2		RAYMOND		72.4	4	8 05			
		f 6 07		96.3		STAPLETON		66.3	30	f 7 47			
		Ar. 6 21 PM		102.3	Dj	DOLORES	DWY	60.3	Yard	Lv. 7 30 AM			
				103.4		LOST CANON		59.2	35				
				111.8		GLENCOE	Y	50.8	25				
				115.6		MILLWOOD		47.0	32				
				122.5	MX	MANCOS	DYW	40.1	38				
				125.3		MENEFEE		37.3	5				
				129.2		BRAYTON		33.4	3				
				132.9		GRADY		29.7	30				
				136.5		KANE		26.1	15				
				141.3		CIMA		21.3	15				
				145.5	hf	HESPERUS	W	17.1	11				
				146.8		UTE JCT.	YC	15.8	26				
				150.5		DENBY		12.1	4				
				154.2		PINE RIDGE		8.4	31				
				157.1		PORTER		5.5	29				
				159.3		FRANKLIN JCT.		3.3	20				
				162.6	DX*TG	DURANGO	WCT↓N↑B	D&RGW	Yard				
						(96.4)							
										1 43 21.05			

SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M. S.	M. S.	M. S.	Miles	M. S.	M. S.	M. S.
5	3 00	6 00	12 00	35	0 25	0 51	1 42
10	1 30	3 00	6 00	40	0 22	0 45	1 30
15	1 00	2 01	4 00	45	0 20	0 40	1 20
20	0 45	1 30	3 00	50	0 18	0 36	1 12
25	0 36	1 12	2 24	55	0 16	0 32	1 05
30	0 30	1 00	2 00	60	0 15	0 30	1 00

Local Time Inspectors are Located as follows:
 H. H. JEFFERY.....Durango
 Busy Corner Pharmacy.....Telluride

OPEN HOURS TELEGRAPH OFFICES

Stations	Daily Hours	Sunday Hours
Ridgway.....	8:00 A to 5:00 P	None
Placerville.....	9:00 A to 6:00 P	9:00 A to 6:00 P
Telluride.....	8:00 A to 5:00 P	8:00 A to 5:00 P
Rico.....	8:00 A to 5:00 P	8:00 A to 5:00 P
Dolores.....	8:00 A to 5:00 P	9:00 A to 5:00 P
Durango—R.G.S. Dispatcher....	8:00 A to 5:00 P	8:00 A to 5:00 P

ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN TIME-TABLE

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
District	Mile		N G	
1	43.9	Butterfly	8	West End
.	60	Timber Spur	25	West End
.	64.7	Winkfield	3	East End
1A	38.2	Illium	8	East End
2	106.7	Smalley	6	East End
.	118.9	Long	3	West End
.	158.6	Lightner	6	West End
.	160.5	Brick Yard	3	West End

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 Vance Jct. without clearance card.

3. TRAIN REGISTER BOOKS are located at:

Ridgway	Rico
Placerville	Dolores
Vance Jct.	Mancos
Telluride	Durango

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

4. YARD LIMIT STATIONS:

Ridgway	Dolores
Peak	Glencoe
Placerville	Mancos
Vance Jct.	Lightner
Ophir	Franklin Jct.
Lizard Head	Durango
Rico	

5. On trains in either direction at Peak, Lizard Head, Millwood and Cima, and on eastward trains at Telluride members of the train crew must assist in looking over the air brakes, as well as the general condition of the train, and trainmen must try the hand brakes on all cars and know the condition of same before train leaves these stations, and on engines equipped with water brakes such brakes must be in good working order.

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. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

6. In handling of freight trains down Keystone hill and east side of Peak, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

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 to 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."

8. Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "Explosives" or "Inflammable" must not be cut off while in motion.

9. All employes are hereby notified that there are coal chutes, buildings, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or on the top of a car; and all employes must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height while passing through snow sheds at Lizard Head, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top and sides of cars.

1RGS .52.6 Lizard Head Snow Shed Side and Overhead

10. The following signs indicate:

- s—Regular Stop.
- f—Flag stop to receive or discharge passengers or freight.
- x—Conditional stop as shown under Rule 14.
- l—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TG—Telegraph station.
- C—Coal station.

- W—Water station.
- Y—Wye.
- T—Turntable.
- §—Scale.
- B—Bulletin.
- ‡—Standard clock.
- *—Sand.

11. 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 the schedule. Except in territory specified below engine and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if, in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding thirty-five 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.

11-A. Speed restrictions governing freight trains will govern speed of light engines unless otherwise provided in Rule 11-B.

11-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 M.P.H.	Mixed or Freight M.P.H.
R. G. S.	35	25
Sharp Curves	20	15
2.50% to 3.00% grades	20	15
4.00% grades	18	12
Mixed trains 2.50% to 3% grades	18	12
Mixed trains 4% grades	12	10
Over bridges between Matterhorn and Ames.....	10	10
Durango Yard, Smelter High Line Switch	3	3
All Districts, except where specific restrictions in certain territories require lower speed:		
In or out of turnouts	15	15
Over railroad crossings, not interlocked.....	25	20
Engines backing up	15	15
Trains handling dead engines with side rods up.....	25	25
Dead engines with side rods all down.....	15	15
Dead engines with one pair wheels swinging.....	10	10
Steam derricks	25	25

12. City ordinance speed limits as follows:
Placerville 6 miles per hour.

13. Company Surgeons are located as follows:

DR. G. H. CURFMAN, Chief Surgeon, Denver			
A. L. BURNETT.....	Durango	J. J. PARKER.....	Telluride
O. B. RENSCH.....	Durango	H. C. LEFURGEY.....	Dolores
C. V. BATES.....	Ouray	J. R. TROTTER.....	Mancos

13-A. Hospitals are located as follows: Durango, "Mercy", Salida, "D. & R. G. W."

13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when train is not wrecked, by message to Superintendent, who will promptly advise Assistant to Receiver. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922).
- Accident Report (Form 1216).
- Personal Injury Card (Form 1217).
- Ejectment (Form 3926).
- Inspection (Form 4012).
- Fire Report (Form (4119).
- Stock Report (Enginemen—Form 3511).
- Stock Report (Sectionmen—Form 4117).

13-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others). When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or other industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

13-D. Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

13-E. When any wreck, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, the superior officer, agent or employe on the ground at the time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, and all Agents will accept and so transmit same, assessing charges therefor against the Railroad Account.

14. Noel, M. P. 14.6 and Vanadium, M. P. 33.0, Flag stops Nos. 371 and 372.

15. The following are auxiliary lines (Rules 14-T, 14-U).
Vance Jct., District 1-A.

The following special instructions, Rules 18 and 25 inclusive, in connection with the Rules and Regulations of the Operating Department, 1924, supersede all previous rules and instructions inconsistent therewith:

16. 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, or in Automatic Block Signal territory, to the next Automatic Block Signal.

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, or in Automatic Block Signal territory, to the next Automatic Block Signal.

A yellow fusee should be used where safety will permit."

17. Rule 92 is revised as follows:

"A train must not leave a station in advance of its schedule leaving time."

18. Second paragraph of Rule 104-E is revised as follows:

"A train taking a siding must not be stopped for a Trainman to close the switch, nor may the switch be closed, until the train is entirely clear of main track."

19. Add Rule 220-B 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 are received."

20. 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 a train has passed. It must be fastened at 'proceed' only when no operator is on duty."

21. 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."

22. 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."

23. 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.

24. In making back up movements over street crossings in yards a Trainman must ride on rear footboard or rear step of engine, except where Crossing Flagman is on duty.

25. K27 class engs. must not exceed six miles per hour over East switch at Bear Creek.

ADJUSTED TONNAGE RATINGS

FROM	TO	Class of Engine K-27 No. of Engines 450-464	Class of Engine C-25 No. of Engines 375	Class of Engine C-21 No. of Engines 360, 361	Class of Engine T-19 No. of Engines RGS 20 22, 25	Class of Engine C-17 C-18 No. of Engines 300-306 315-320	Class of Engine C-19 No. of Engines 340-349 RGS 40, 41, 42	Class of Engine C-16 No. of Engines 200-286 RGS 3-17	Class of Engine T-12 No. of Engines 166-177	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Ridgway.....	Peak.....	183	173	113	115	106	92	79	67	1
Placerville.....	Peak.....	275	250	175	175	160	140	120	110	2
Placerville.....	Vance Jct.....	430	400	290	285	260	230	210	185	3
Vance Jct.....	Telluride.....	183	173	113	115	106	92	79	67	1
Vance Jct.....	Lizard Head.....	250	230	160	160	145	130	105	100	2
Rico.....	Lizard Head.....	275	250	175	175	160	140	120	110	2
Dolores.....	Rico.....	490			310	280	250	220	205	3
Dolores.....	Glencoe.....	520			325	295	265	235	210	3
Glencoe.....	Millwood.....	360			230	210	185	160	145	3
Mancos.....	Millwood.....	360			230	210	185	160	145	3
Mancos.....	Cima.....	360			230	210	185	160	145	3
Durango.....	Cima.....	360			230	210	185	160	145	3

These ratings are the usual tonnage ratings for dead Freight trains. Chief dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, conditions of power, necessity for maintaining stock schedules, or for any other reasons which justify.

In computing tonnage, the adjustment factor represents the number of tons which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.

On 4% grades, engines equipped with
 1-9½" Compressor 30 Cars 575 Tons
 1-11" Compressor 45 Cars 650 Tons
 2-9½" Compressor 60 Cars 800 Tons
 When equipped with one 8½" 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 empties 1150 tons



