

Denver and Rio Grande Western Railroad
Company

SYSTEM

TIME TABLE

No. 9

Special version for Trains
from Pueblo to Alamosa
and traffic in the San Luis Valley

EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME

SATURDAY, JANUARY 1, 1964

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

A. H. NANCE
General Manager

D. J. BUTTERS
Chief Transportation Officer

San Luis Valley



Alamosa was the eastern terminus of the Rio Grande narrow gauge empire. The narrow gauge traffic lasted into the end of the sixties. Standard gauge trains brought loads and empty in from Pueblo over La Veta Pass to Alamosa. Two locals took standard gauge cars on to the Creede and the Antonito branches. Freight for the narrow gauge territory south of Antonito was transferred into narrow gauge cars in Alamosa. Narrow gauge steam engines took care of the trains to Chama, Durango, Farmington and Silverton.

Most of the yard and all the track down to Antonito where dual gauge and allowed narrow gauge and standard gauge equipment to work side by side. Some of the trains to Antonito handled both standard gauge and narrow gauge cars. Idler flat cars with multiple coupler pockets were used to couple the cars together. Switcher no 73 was one of the engines equipped with dual sets of couplers to facilitate switching cars of both types.

Pueblo and the Antonito branch with the narrow gauge territory are represented by staging Yards. Alamosa and most of the Creede branch with the interchange to San Luis Central is modelled.

JOB ASSIGNMENTS

Yardmaster in Alamosa

Engineer Alamosa switcher

Road crews for:

Pueblo – Alamosa manifest

La Veta turn

Creede turn

Antonito turn

Alamosa local

San Luis Central

Narrow gauge train to and from Chama

Alamosa – Pueblo manifest

Train no.

67 och 67-x

100

200

300

AMJ, ADJ och AEJ

SLC

301, 302

68

SWITCH LISTS

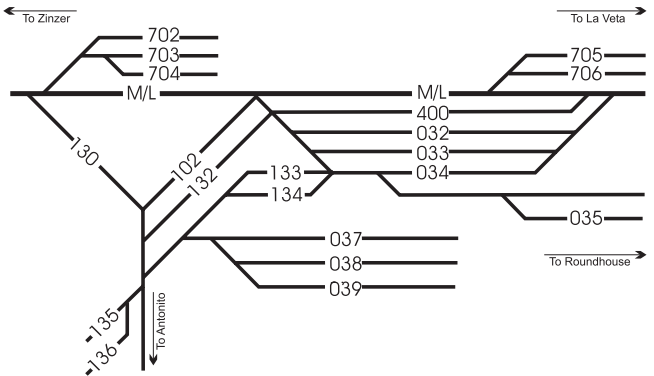
The computer program Ship-It handles car forwarding and generates switch list, arrival and departure lists for the Alamosa Yard. The program produces two different types of switch lists. The full switch list gives detailed information about all set outs and pick ups in every town. The condensed switch list summarizes all moves in one single page. The crew can choose which switch list they would like to use.

ENHANCING PROTOTYPICAL OPERATION.

Though Rio Grande in the San Luis Valley is just a model recreation of a railroad, much can be done while operating to enhance realism and increase the enjoyment of the train assignment.

1. All turnouts in the valley are manual. Stop the train before the turnout and give the trainman time to walk to the turnout before you through it. This will make operation more prototypical. Remember to stop and give the trainman in the caboose time to throw it back when you have passed it.
2. All main line turnouts must be lined for the main when you leave the area.
3. Don't block any road crossings if you leave a string of cars or a train sitting for more than 5 minutes.
4. Tying up your train: Return your locomotive to the engine house, if instructed, and turn off the headlights. Dispatch the locomotive from your throttle.

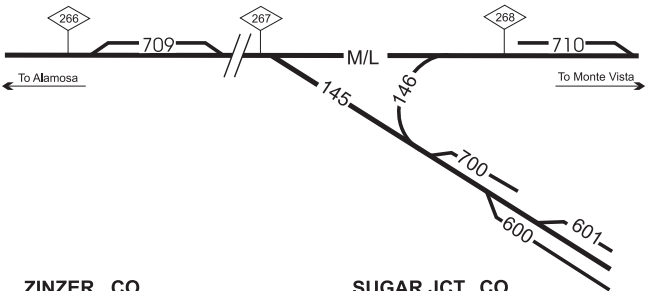
Denver & Rio Grande Western Creede Branch - Maps



ALAMOSA, CO

- 032 West Yard #1
- 033 West Yard #2
- 034 West Yard #3
- 035 Engine Facility
- 037 Transfer #1
- 038 Transfer #2
- 039 Transfer #3
- 102 Antonito Mainline
- 130 Stock Yard
- 132 Scale Track

- 133 Belt
- 134 Coal Track
- 135 Sky Valley Ice
- 136 Sky Valley Ice
- 400 Arrival Track
- 702 Alamosa Lumber Co
- 703 Alamosa Team Track
- 704 Rio Grande Motorway
- 705 Oil Transfer Track, upper
- 706 Oil Transfer Track, lower

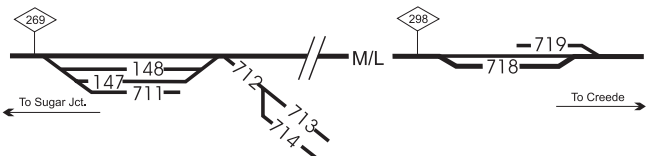


ZINZER., CO

- 709 Siding
- Monte Vista COOP
- Sanner Bros Salvage

SUGAR JCT., CO

- 145 East Leg Wye
- 146 West Leg Wye
- 600 Interchange Delivery SLC
- 601 Interchange Receive SLC
- 700 Monte Vista COOP
- 710 Pleasant's Western Lumber



MONTE VISTA, CO

- 147 Old Main
- 148 Middle Track
- 711 Siding
- C&L Container Co
- Wolf Creek Potato
- 712 Colorado Seed Co
- 713 Mountain King Potato
- 714 Coors

SOUTH FORK., CO

- 718 Team Track
- 719 Lumber Track

Zone Speeds Westward MPH	Mile Post	Zone speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 8 Stations	Siding Turnout Speeds MPH		Capacity of siding
					E Sw.	W Sw	
-----	118.9	-----	4000	PUEBLO DNBJK 2.5	...	...	Yard
30	121.4	30	1136	MINNEQUA 1.5	...	...	Yard
-----	122.9	-----	1140	SOUTHERN JCT 19.1	...	...	...
*		*	1153	CEDARWOOD..... 11.5	...	...	*
			1158	LASCAR 16.4	...	...	*
-----	175.2	-----	1180	WALSENBURG DJ 15.3	...	...	Yard
30		30					
-----	190.3	-----	1550	LA VETA WY 6.5	...	...	Yard
20		20					
-----	195.0	-----					
	196.8		1560	OCCIDENTAL..... 10.4	15	15	30
15		15					
	207.2		1564	FIR Y 7.4	15	15	35
-----	213.0	-----					
20	214.6	20	1570	SIERRA 17.8	15	15	68
-----	222.0	-----					
30	232.4	30	1578	BLANCA 19.3	15	15	68
-----	251.7	-----	1590	ALAMOSA .....DBKR (127.7)	...	...	Yard

Exceptions: MPH

Trains handling Moly Ore on D&RGW Container Flats series 20050 to 20056:

Alamosa - MP 241 20

All other turnout speeds 15

Sidings 15

* See Colorado and Southern, Colorado Division Time-Table.

**REMEMBER -
DO IT THE SAFE WAY**

Zone Speeds Westward	Mile Post	Zone speeds Eastward	Station Number	COLORADO DIVISION Creede Branch Subdivision 10 Stations	Siding Turnout Speeds MPH		Capacity of siding
					E Sw.	W Sw.	
MPH		MPH					
-----	251.7	-----	1590	ALAMOSAS RDBJK 11.4	...	...	Yard
↑	263.1	↑	1604	PARMA	15	15	4
↓	266.1	↓	1606	ZINZER	15	15	6
-----	269.0	-----	1612	MONTE VISTA.....W 29.2	...	...	Yard
↑	298.2	↑	1638	SOUTH FORK.....	15	15	12
↓	299.1	↓	1640	DERRICK..... Y 13.0	...	...	...
-----	300.0	-----					
↑	312.1	↑	1650	WAGON WHEEL GAP . 6.0	10	10	6
↓	318.1	↓	1654	WASSON	10	10	10
-----	320.7	-----	1661	CREEDE .....	...	...	Yard
				(69.0)			

Exceptions:	MPH
All other turnout speeds.....	15
Sidings.....	15

Zone Speeds Westward	Mile Post	Zone speeds Eastward	Station Number	COLORADO DIVISION Subdivision 11 Stations	Siding Turnout Speeds MPH		Capacity of siding
					E Sw.	W Sw.	
MPH		MPH					
-----	251.7	-----	1590	ALAMOSAS RDBJK 5.3	...	...	Yard
	257.0		3542	HENRY	15	15	10
↑	259.6	↑	3544	ESTRELLA.....	15	15	15
↓	266.2	↓	3546	LA JARA.....	...	...	Yard
	273.3		3555	ROMEO.....	15	15	15
	280.3		3557	ANTONITO.....DY (28.6)	...	...	Yard

Exceptions:	MPH
All other turnout speeds.....	10
Sidings.....	10
City Ordinances:	
La Jara	15
Antonito, MP 279.7 - 280.6	12

TRACKS NOT SHOWN AS STATION IN TIME TABLE

Sub Divn	Name	Mile Post	Stn No.	Car cpty	Switch Connection
8	Fort Gartland	227.7	1576	Yard	East & West
10	Agro.....	263.6	1605	10	West
	S.L.C. Junction	267.0	1612	Yard	East & West
	Pleasant Spur	267.4	1611	2	West
11	La Fruto	256.0	3541	7	East & West
	Bountiful.....	269.7	3548	2	East & West

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Freight trains will be considered "Bulk" trains if average weight per cent car is more than 80 actual tons and, in addition, the actual tonnage per road loco. Unit with operative dynamic brake exceeds:

- GP-9, SD-7, SD-9 600 tons
- GP-30, GP-35, GP-40 900 tons
- SD40-40, SD45 12000 tons

These trains must not be operated in excess of 50 MPH.

5-A On "Bulk" trains (see Rule 5) in territory Fir to La Veta. If dynamic brake is inoperative or in use off full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brake set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Fir to Sierra

5-G On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

- GP-9..... 1200 tons
- GP-30 1500 tons
- SD-7, SD-9 1800 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

Fir to La Veta

5-H On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

- GP-9..... 900 tons
- GP-30 1100 tons
- SD-7, SD-9 1400 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

Operation at Walsenburg

7-T Westward trains Subdivision 8 must obtain permission from train dispatcher before leaving Walsenburg.

17-U SD-45 locomotives must not be operated on the following tracks:

Subdivision	Tracks
8, 10 & 11	West of Walsenburg

DOUBLEHEDDING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

18 Unless otherwise provided, adjusted tonnage handled by units on head end of trains must not exceed:

Subdivision	Territory	CAR COUPLER TYPE	
		Standard	High Strength
8	Pueblo to Minnequa	7000	11000
	Sierra to Fir	4000	6500
	La Veta to Fir	3300	5000

If train consist of more than this tonnage, helper will be placed on rear or cut into train.

18-A Unless otherwise instructed, helper locomotives will be trained as follows:

Location in Train	Maximum Number of Helper Units
Behind caboose	Two units.
Ahead of one-half the tonnage rating for helper locomotive consist	All others

Helper locomotives exceeding the number of units specified may be used on rear of train provided excess units are isolated.

18-B Unless otherwise instructed, when it can be avoided, cars 70 feet or longer, or cars less than 50 gross tons each must not be nearer than 5 cars ahead of helper locomotive when helper locomotive consists of more than 2 operating units. If necessary, placement of helper locomotive may be varied a few cars in either direction to comply with the provisions of the rule.

18-C Unless otherwise instructed, on trains exceeding 4000 adjusted tons, each of the head 5 cars must have gross weight of 50 tons or more and cars 70 feet or longer must not be nearer than 5 cars behind road locomotive

18-E D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper.

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300- 5304 SD-9 5305- 5314	GP-9 5901- 5954	GP-30 3001- 3028 GP-35 3029- 3050	GP-40 3051- 3128	SD-40 5341- 5385 SD45- 5315- 5340	A D J. F A C T
Pueblo	Minnaqua	2000	1350	1600	1750	2400	4
Minnagua	Walsenburg	2600	1700	1950	2100	2900	6
Walsenburg	La Veta	1650	1100	1300	1400	1950	4
La Veta	Fir	800	520	600	650	950	2
Alamosa	Russel	2700	1800	2000	2150	3050	5
Russel	Sierra	1800	1200	1400	1500	2100	4
Sierra	Fir	1050	700	775	850	1250	3

AVOID DAMAGE – SWITCH CUSTOMERS CARS CAREFULLY

OVER SPEED Couplings age DAMAGING – Here's what happens

- 4 miles per hour - SAFE COUPLING SPEED
- 5 miles per hour - Damaging begins
- 6 miles per hour - 2 - 1/4 times as damaging as 4 MPH
- 7 miles per hour - 3 times as damaging as 4 MPH
- 8 miles per hour - 4 times as damaging as 4 MPH
- 9 miles per hour - 5 times as damaging as 4 MPH
- 10 miles per hour - 6 times as damaging as 4 MPH

Damage to freight or cars can be avoided by always keeping coupling speed within the safe range – **NOT OVER 4 MILES PER HOUR – A BRISK WALK.**

Cheat sheet

UT1

Status LED (when selecting loco)	
GREEN	Loco Acquired
DARK	Loco In-Use
RED	SAFE mode - Direction not set to same direction as loco. Flip Direction toggle.
Strobing GREEN	SAFE mode - Throttle speed does not match loco. Rotate knob direction of stobe.

Acquiring a Dispatched Locomotive

- Set address to "99" on rotary selectors.
- Press ACQ/DISP key to select loco.
- See status indications above.

Setting UT1's ID

- Unplug UT1 from LocoNet.
- Set two digit ID number on rotary selectors.
- Press and hold SHIFT key and plug back in.
- Release SHIFT key.

Configuring UT1

- Unplug UT1 from LocoNet.
- Select configuration value on rotary selectors.
- Press and hold F0 key and plug back into LocoNet.
- After UT1 powers up, release F0 key.


VALUE	MODE	F2	F3
0	SAFE	Momentary	Toggle
1	QUICK	Momentary	Toggle
2	SAFE	Toggle	Toggle
3	QUICK	Toggle	Toggle
4	SAFE	Momentary	Momentary
5	QUICK	Momentary	Momentary
6	SAFE	Toggle	Momentary
7	QUICK	Toggle	Momentary

Cheat sheets

DT100

Status Values			
0x	New	x0	28 Step
1x	Common	x2	14 Step
2x	Idle	x3	128 Step
3x	In-Use		
7x	In-Use, Consist		

Stealing a Locomotive (Battery Required)

1. Select Loco (observe status "3x").
2. Unplug throttle from LocoNet.
3. Press & hold **Direction** key for knob used. 
4. Plug throttle back into LocoNet.
5. After throttle beeps, release **Direction** key.

Consisting a Locomotive



1. Set address of TOP loco on Right throttle.
2. Set address of loco to add on Left throttle.
3. Move locos into position.
(Make sure both travelling same dir. on track!)
4. Press **MODE** key until MU mode indicator is lit.
5. Press **Add (+)** key to MU the locos.

Note: To remove consist press **MODE, MODE, (-)**

Ops Mode Programming

1. Select loco located on mainline.
2. Press **FUNC** and **RUN** keys simultaneously, then press **FUNC** key repeatedly to scroll to OPS mode.
3. Use Left knob to select CV to be modified, use Right knob to select value to enter.
4. Press **SET** key to write value into decoder.
5. If **6U59** response, Press **SET** again until **6o od**
6. Press **FUNC** and **RUN** keys simultaneously to return to LOCO mode.

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS**

UT4

Status LED (when selecting loco)	
GREEN	Loco Acquired
RED	Loco In-Use by another throttle

Acquiring a Locomotive/consist

1. Set address on rotary selectors.
2. Plug the UT4 into a Loconet port and Auto selection occurs.
3. See status indications above.

If the UT4 is plugged into the Loconet

1. Set address on rotary selectors.
2. Press **SEL** key to select loco.
3. See status indications above.

Dispatching a Locomotive/consist

1. Unplug the UT4 from the Loconet port.
2. Press and hold **DISP** while plugging in the throttle into the Loconet port.
3. Press and hold the **STEAL** key while plugging in the throttle into the Loconet port.

Infrared operation

The throttle will automatically shift into infrared operation. In infrared mode you will be able to control:

- Throttle speed
- Direction, Brake and,
- Functions F0-F12.
(F2 is latching but can be turned on by holding the F2 key down for 15 seconds.)

Turning the UT4 off

Press and hold any function key down and turn any address selector to the next digit. The throttle will then go into deep sleep mode. The UT4 will deselect the address and the status light will briefly turn red. You can unplug the throttle and the throttle will then be in 'sleep' mode until plugged back in to LocoNet port.