

GRANDE GOLD

A LEVIN DIVISION PUBLICATION

FROM THE YARD MASTER

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THE TOP DECK DESIGN

In Issue 6 of *Grande Gold* details of the design of the top deck were discussed and it was not until fairly late in the project that a few photos were taken. It was several months before the roll of film was finally used up and then developed.

As mentioned previously none of the upper level modules were longer than 8 feet and could be lifted into place onto the brackets by one person. In the lower view the bracket used in this position was not one of the heavier welded ones shown in the photo opposite.

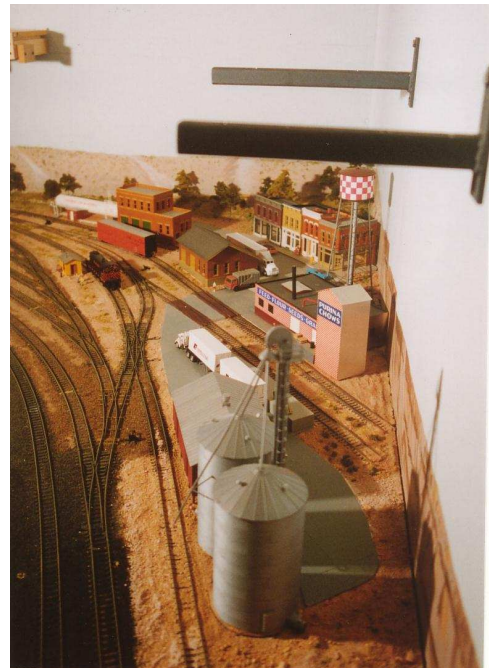
The wiring shown are the cables for the main line, Alamosa and South Fork throttles and the white cable is the common return. The particular rotary switch shown is used to select the power for any one of three throttles for the section of track between Alamosa and Monte Vista.

The track on the lower level is part of the imaginary climb out of Helper to Colton part way to Soldier Summit and is part of the original layout.

Below; A view of the yards at Helper with the top level supports in place. At the top left is the end of the module where Hanna is to be located.



Nature's Grande Gold.



Below; Details of the under side of a top level module.



FUTURE ISSUES

THE CREEDE BRANCH

SAN LUIS CENTRAL R.R.

**FURTHER TRACK PLANS
PROTOTYPE AND MODEL.**

MORE ON ALAMOSA

**THE UNION RAILROAD OF
OREGON - A PROTOTYPE
FOR A SHELF LAYOUT.**

MONTE VISTA MY MODEL

With the aid of Roland Levin's photo of the Coors barley elevator, shown at the right, together with a picture on p 221 of Steve Rasmussen's book, *The Rio Grande's La Veta Pass Route I* was able to cobble together a model to resemble that facility.

The picture below shows the Coors elevator in model form, yet to be finally detailed and weathered. It is over 100 scale feet tall. To make the best use of the space available this elevator has been located on the opposite side of the siding shown on the track plan in the previous issue of *Grande Gold*.

The anhydrous ammonia supply facility next to the elevator, does not exist in Monte Vista, but I have included one on my model to increase the number of industries available for the local to switch. The idea for the model came from the prototype located at Center on the nearby San Luis Central Railroad and again photographed by Roland Levin.

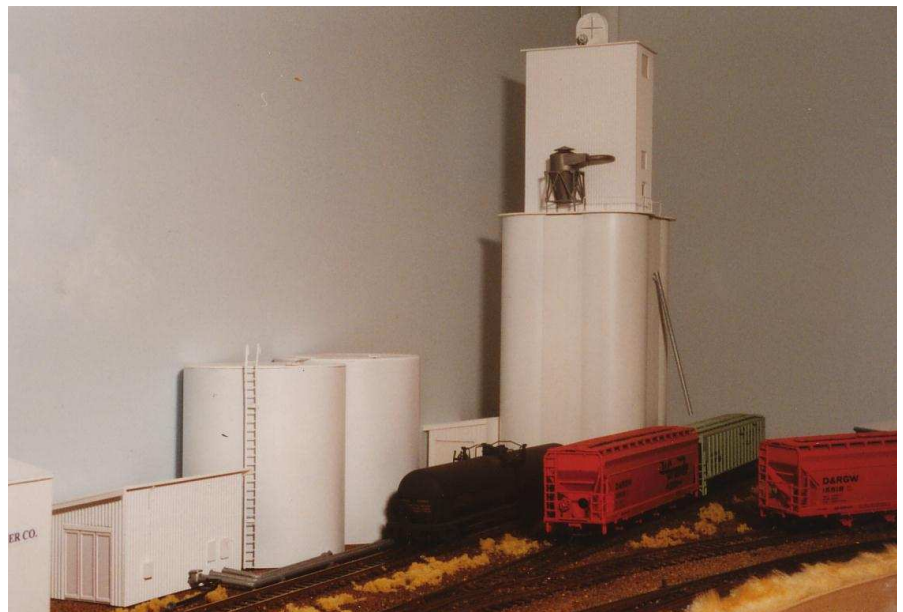
A backdrop showing the distant ranges beyond Monte Vista has yet to be painted and that will add contrast to the mostly white buildings in the locality.

Above right; The Coors barley elevator and an anhydrous ammonia storage facility in model form. A start has been made with the basic ground cover scenery.

Right; The C & L Container Co in model form. It's proportional size and features have been condensed to fit the modeling space available.



Above; Adolph Coors Moravian malting barley elevator at Monte Vista. Photo; Roland Levin.



The final structure for Monte Vista has been modeled on the Colorado Seed Company's elevator. I recorded this building on video, but two views again taken by Roland Levin, provided sufficient information to enable me to build a structure to suit the space available on the layout. A set of silos and an elevator from another model, together with odds and ends, Pikestuff wall siding material and a Rix Models elevator completed the structure. There was not enough space on the layout to include the Butler grain bins. On my model the siding serving this elevator has a capacity of six covered hoppers. We move on from Monte Vista to Alamosa and take a look at the features which are likely to influence our modeling of the railroad facilities there.

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ALAMOSA

Despite several visits to this area over a number of years I never did complete the record of my observations of the track layout of the Alamosa yards. The area around the remains of the old roundhouse looked so unused that I did not return to that part of the yards after chasing four GP40's that were moving towards the east yard.

Since then both the S. P. Spins maps and the U. P. yard maps have become available and show the tracks that are still in existence in that part of the yards. Even in 1995 a number of the train crew wore DRGW headgear. The phone in the Alamosa Depot was also answered as though it still was a DRGW operation. That really fascinated this foreign rail fan.

I have not attempted to record the rail road's operations in Alamosa as this has been well chronicled in Steve Rasmussen's book and Roland Levin's web site based on this region.

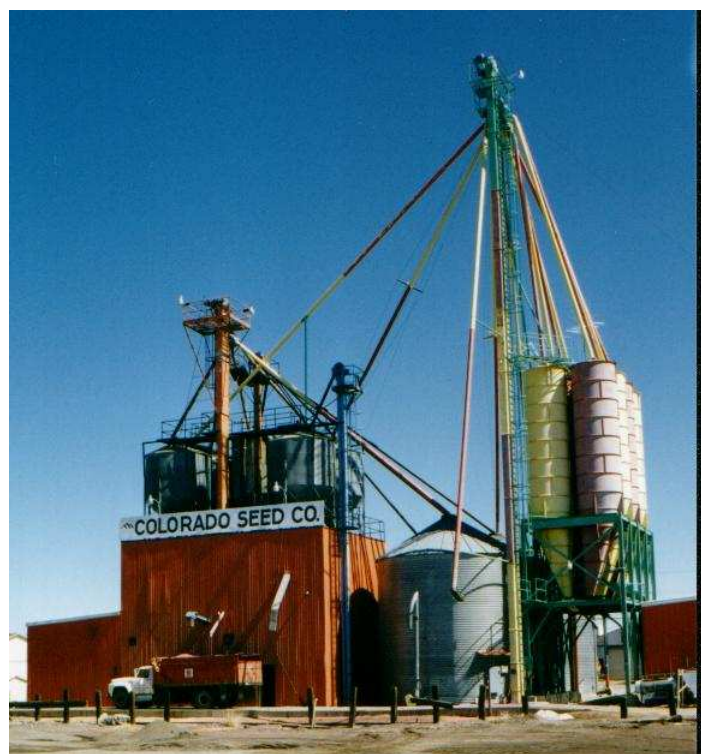
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Two more images by Roland Levin. Above; Another view of C & L Container Co showing the siding that serves that facility. Below; The other Coors barley elevator at Monte Vista.



Below. A view of the Colorado Seed Co at Monte Vista. The truck loading and unloading facility is located between the railroad siding and the elevator. Photo Roland Levin.



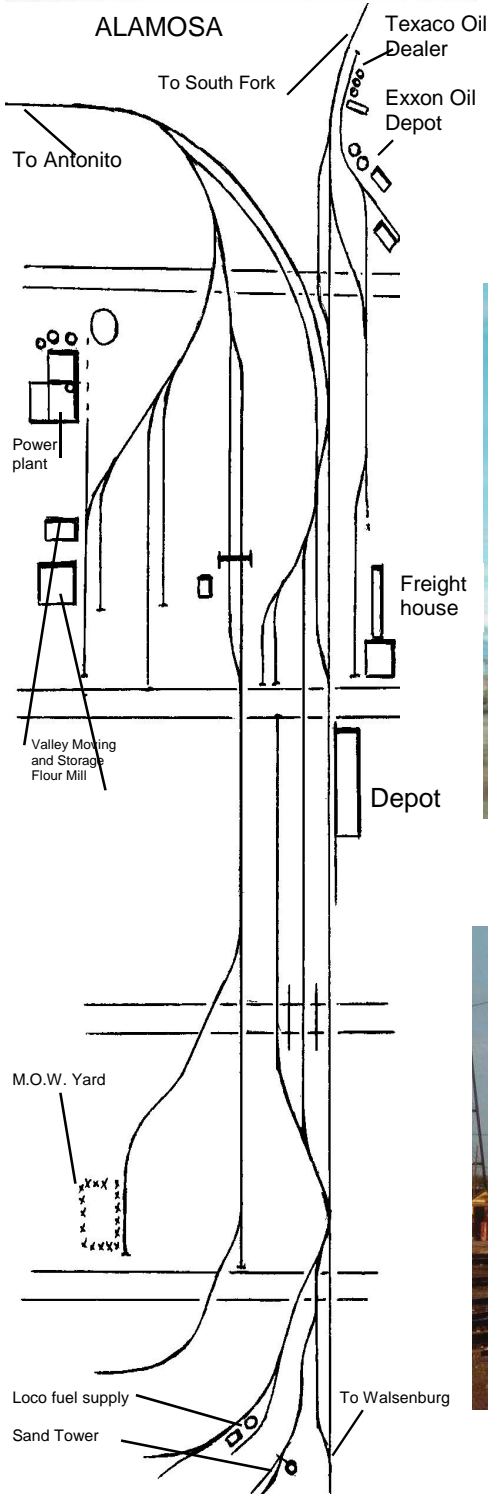
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Above; An SP GP 40 returns to Alamosa in 1995 after interchanging in and outbound freight cars with the San Luis Central R.R. at Sugar Junction.



Above; The locomotive power outside the depot at Alamosa after their arrival from Pueblo. Photo ; Roland Levin



Above. The loco power off the Pueblo – Alamosa manifest rests in the yards at Alamosa in 1995.