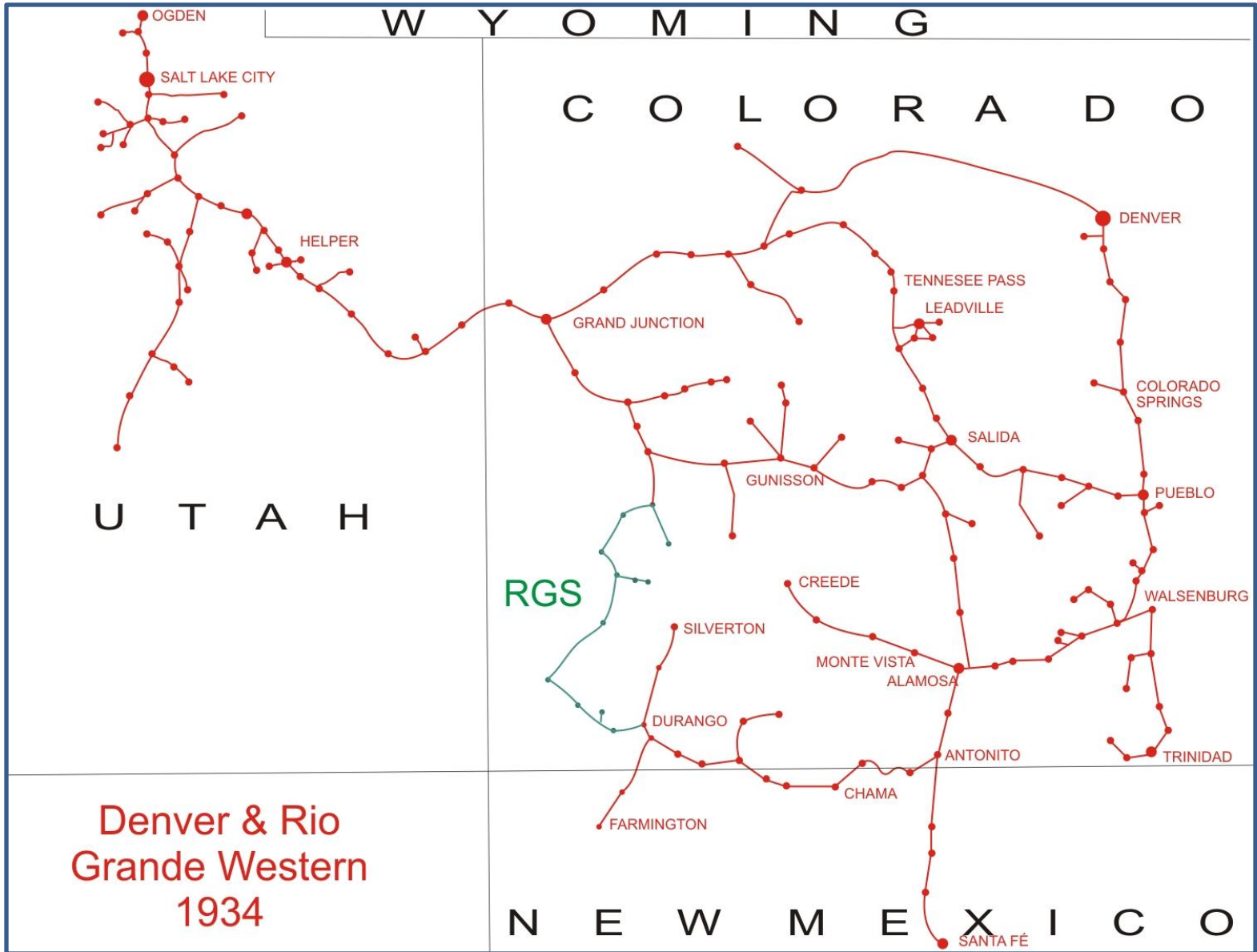
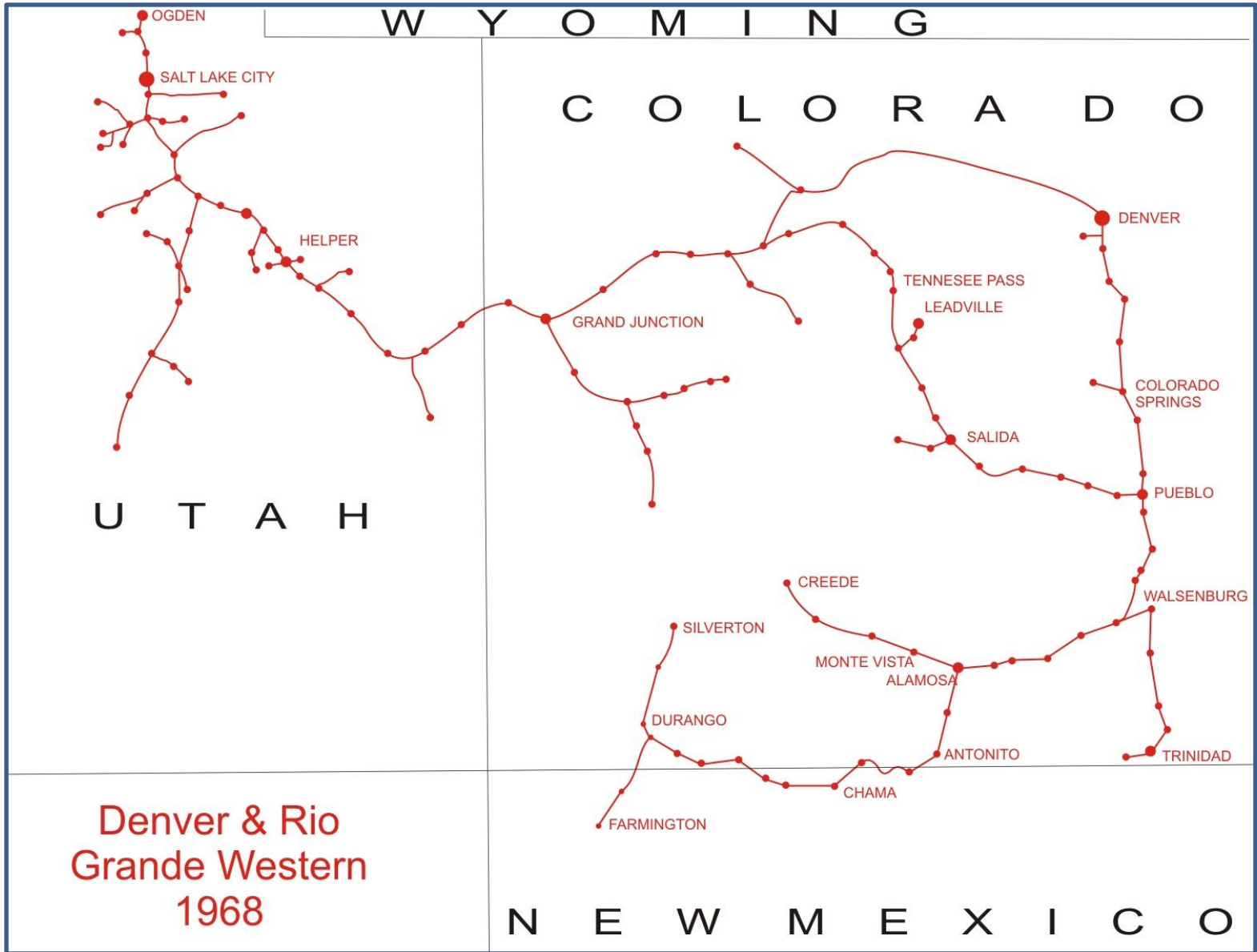




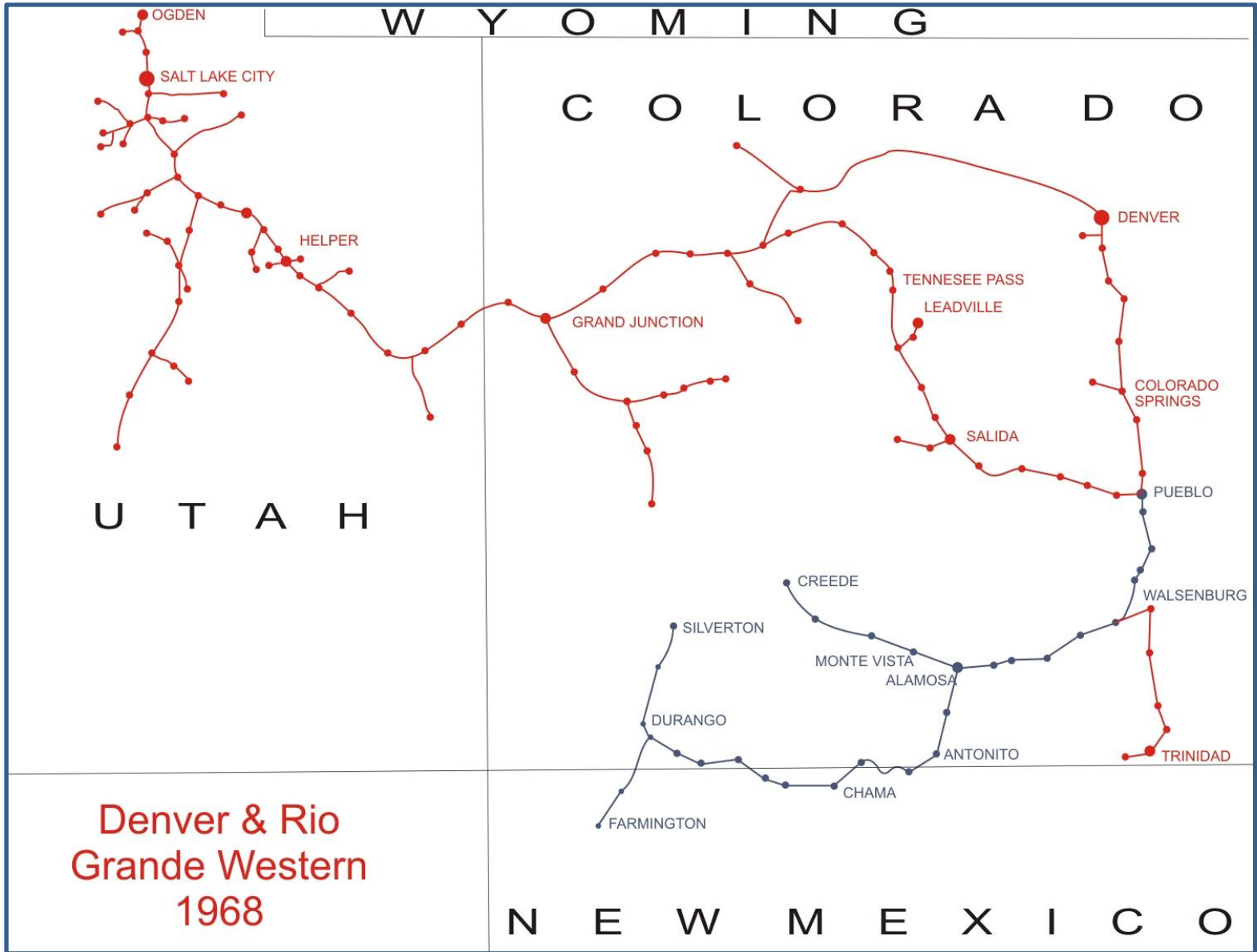
Denver & Rio Grande Western

San Luis Valley



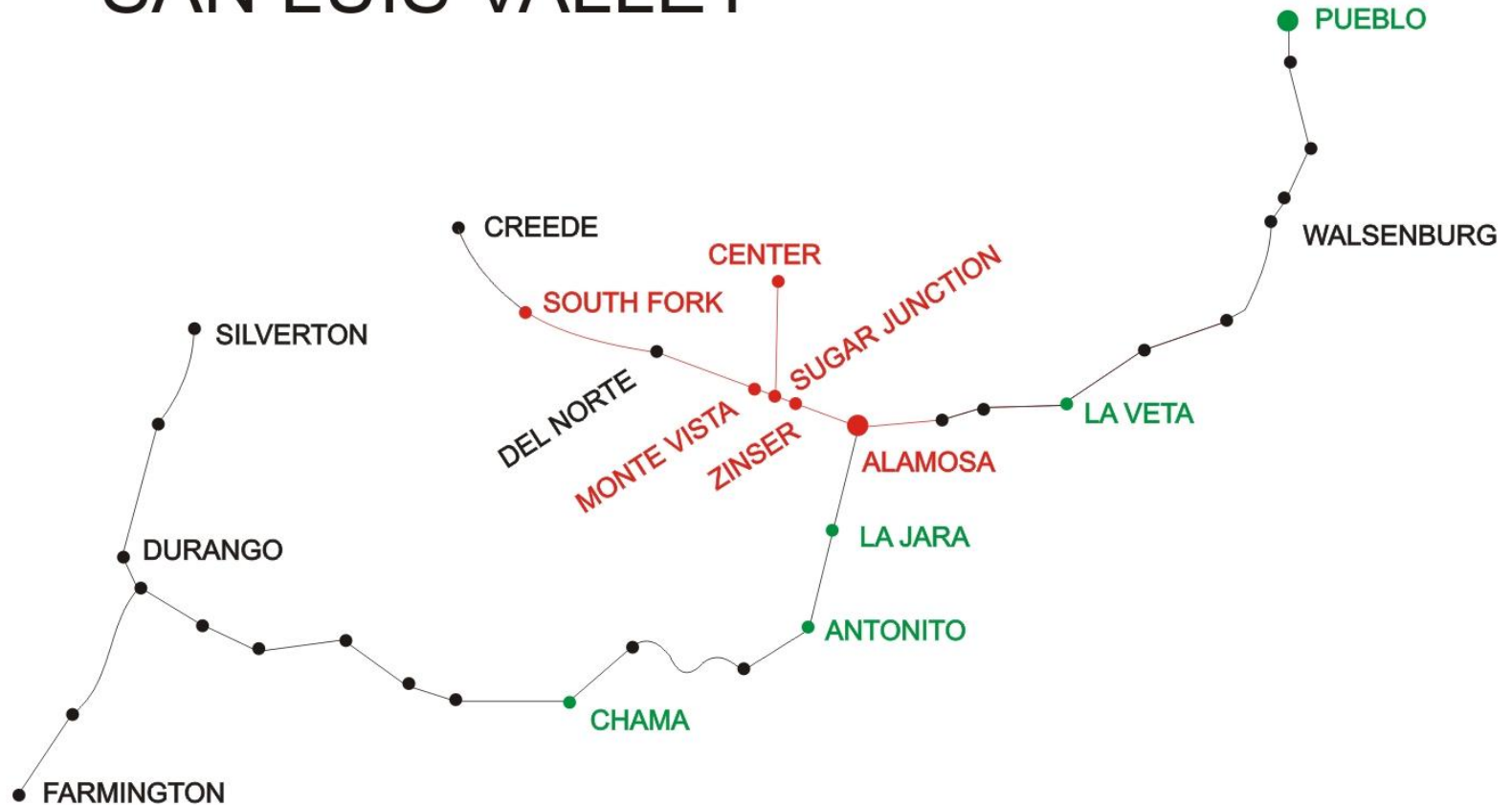


Most of the NG lines has disappeared 1968



The blue area is my focus area

SAN LUIS VALLEY



Red: Modeled area

Green: Area represented by staging yards

Overview traffic during the 60s

All the freight in and out of the valley went over La Veta Pass from/to Pueblo.

Trains were split up in Alamosa and cars sent out on the two locals, to South Fork or Antonito. Some freight were transferred to NG and sent to Chama, Durango or Farmington.

Rio Grande interchanged cars in Sugar Junction with San Luis Central.

Incoming trains consisted mainly of empties and could handle more cars than the trains leaving the valley. Excess cars from earlier days were taken up over the pass with a train to La Veta. This train returned empty to Alamosa and was called "La Veta Turn".

We will run:

PUAMM, Train from Pueblo to Alamosa

La Veta Turn, Alamosa to La Veta and back

South Fork Local with interchange at Sugar Junction

Antonito Local

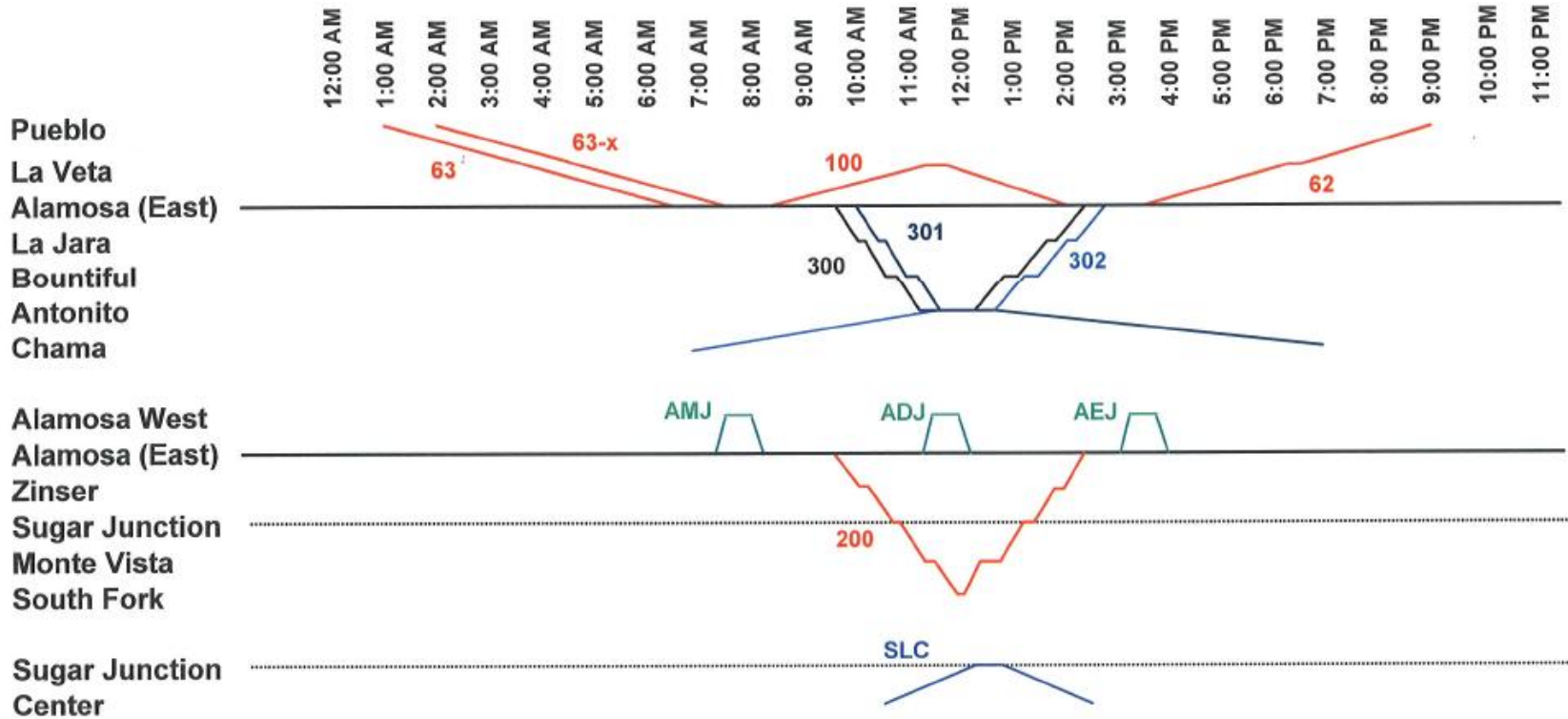
NG Trains to or from Chama

San Luis Central local between Sugar Junction and Center

AMPUM, Train from Alamosa to Pueblo

Local Switching in Alamosa

Timetable



Crew 1		Crew 2		Crew 3	
Train name	Number	Train name	Number	Train name	Number
PUAMM West	63	Chama Freight, West	301	Alamosa, Morning Job	AMJ
PUAMM West, Extra	63-x	Chama Freight, East	302	Alamosa, Day Job	ADJ
La Veta Turn	100	Antonito Local	300	Alamosa, Evening Job	AEJ
South Fork Local	200	San Luis Central, Transfer	SLC	Yard Master, Alamosa	
AMPUM, East	62				