



RIO GRANDE SOUTHERN RAILROAD.

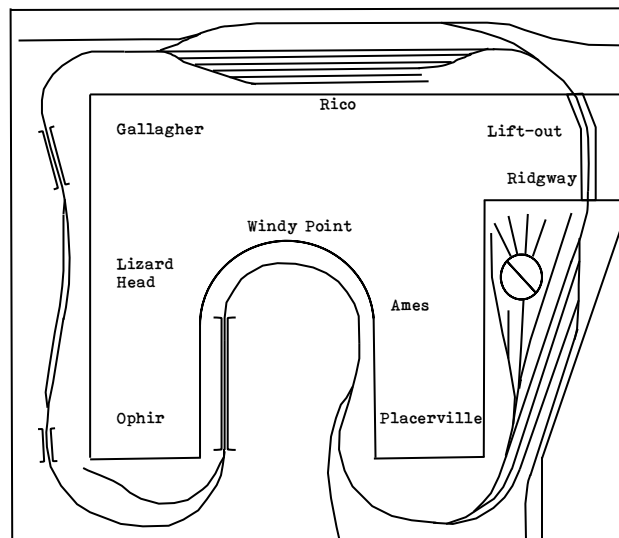
DAVID R. VOLLMER, Receiver
Colorado Springs, Colo.



Defense Supplies Corporation
Washington, D. C.
Owner & Lessor

Operator's Guide to the Rio Grande Southern First District in Hon3 Version 1.0, June 10th, 2018

1. Overview: The layout represents the Rio Grande Southern Railroad's First District between Ridgway, Colorado and Rico, Colorado from roughly 1938 to 1947. The real RGS was 162 miles long and was divided into two districts; the aforementioned First and the Second District, which was longer and ran between Rico and Durango, Colorado. Rico was the division point between the two districts. By the 1940s, very few trains ran the entire length of the RGS, and while some trains operated over both districts between Dolores and Ridgway, for simplicity this layout is operated with the assumption that no Second District trains proceed north beyond Rico, excepting specials and the passenger/mail/express service via the Galloping Goose. Traffic between the two districts is interchanged at Rico via the relay track. Traffic entering the First District from the north comes via the D&RGW Ouray Branch interchange at Ridgway. The RGS also interchanges with the D&RGW at Durango, and all traffic therefrom is relayed to Rico via the RGS Second District.



2. Practical Operations: The layout uses Digitrax DCC. Seven pairs of Loconet throttle jacks are located conveniently along the fascia. DCC programming can be conducted on the Placerville spur. Turnouts are all controlled manually at the turnout itself with the exception of the 3-way stub turnout at the north Rico yard throat. Track is code 70 and should accommodate any flange depth for visiting equipment. There is a lift-out section for access to the interior of the layout; it is imperative that all train traffic be stopped any time the lift-out section is used. The dead-rail safe zone approaching the lift-out is long enough to stop a locomotive on the head-end of a train but will not stop a mid-train or end-of-train helper or a backup move. Therefore any operator who removes the lift-out section will verbally announce his intention beforehand so all other operators may stop their trains well clear of the lift-out section. The operator will also verbally announce when the lift-out section is once again properly in place.

3. Authority/Priority: The line is single-tracked and is not signaled. Trains proceed on train-order authority. No trains are regularly scheduled except the passenger/mail/express service via Galloping Goose. All steam trains are run as extra and are assigned the lead locomotive's road number as train number. Livestock movements shall have priority over all other trains, including the Goose. While the Goose carries passengers and the mail contract and therefore theoretically has priority over all other freight, for safety and practical reasons (grades, lack of sidings of adequate length, and the general condition of RGS track) the Goose will take the siding for a meet with a freight train. Therefore any train instructed by order to meet a Goose will make every attempt to make said meet on time. The dispatcher may, at his discretion, hold a freight if it has missed its meet with the Goose so as not to delay the mail.

4. General: When operating sound-equipped locomotives (including the Galloping Goose if so equipped), bell and whistle signals will be used in accordance with D&RGW practice, to wit:

- Apply brakes, stop
- o o Release brakes, proceed
- o o o Flagman protect rear of train
- o o o - Flagman protect front of train
- - - - Flagman return to train from west
- - - - - Flagman return to train from east
- o o Answer any signal not otherwise provided for
- o o o When standing, back up. When running, stop at next passenger station.
- o o o o Call for signals
- - o - Approach public at-grade crossing. Hold last signal until crossing is reached.

A series of short blasts will be used as an alarm for persons or livestock on track.

When switching operations will periodically obstruct public at-grade crossings, operators will simulate the deployment and recall of flagmen by using appropriate whistle signals and time delays.

Steam locomotives will drop ashes on the Ridgway ready track or turntable lead (per RGS practice) or on the Rico main beyond the depot or on any enginehouse lead. Any locomotive departing Ridgway will be serviced with sand, water, and coal. Steam locomotives are required to stop at all water tanks regardless of direction of travel. Blowdowns are encouraged while on bridges (45A and 57B) or wherever the right-of-way is sufficiently clear on either side of the track.

5. Tonnage Ratings/Helper Requirements: While the layout has no grades, the ruling grade on the real RGS between Ridgway and Rico is 4%. To simulate this, the following tonnage restrictions will be used:

- For T-19 class, 5 cars and a caboose
- For C-17/C-19 class, 6 cars and a caboose
- For K-27 class, 8 cars and a caboose

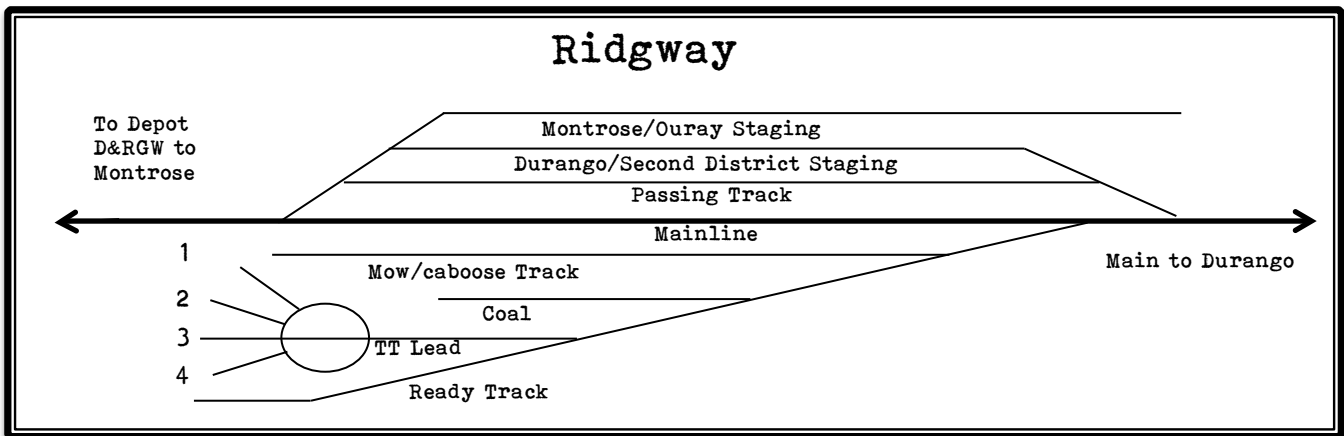
For simplicity, these restrictions apply to loads and empties regardless. For any additional cars, a helper is required between Placerville and Rico. Helpers may be head-end, mid-train, or cut-in ahead of the caboose. Helpers will run light downgrade ahead of the train and will be cut-out at Lizard Head. Generally, helpers will return to Ridgway unless a northbound turn from Rico is anticipated in the next 24 hours. Helpers southbound between Placerville and Lizard Head may be cut-in at the Old Placerville spur.

6. Special Movements: The RGS hosts occasional excursion trains and Civilian Conservation Corps (CCC) movements. These trains will take priority over all other movements and will be assigned a protect engine. Additionally, the RGS Bridge and Building (B&B) Department has periodic requirements to move outfit/MoW cars between various points on the line for set-out. These cars will be added to the next train moving in the appropriate direction and will be coupled behind the caboos. Operators will consider tonnage ratings if required to conduct a B&B movement with their train and will request a helper if necessary.

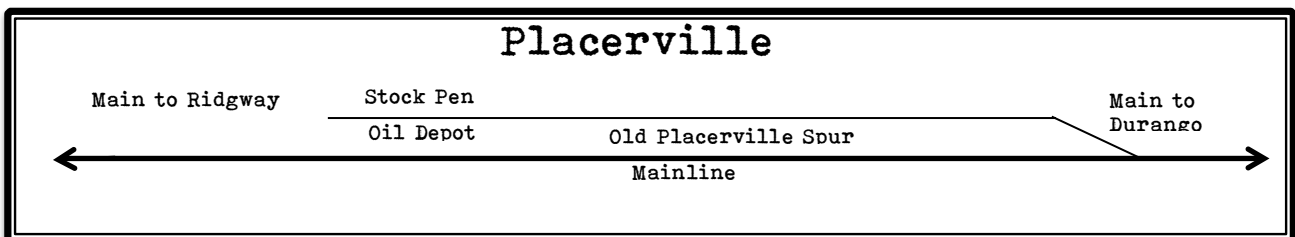
7. Freight Operations: Livestock trains may be operated as unit trains. However, the vast majority of freight movements will be conducted via car cards/waybills, switch lists, or the combination thereof. Operators will note Time Out of Station (O/S) on all switch lists or train orders and report O/S to the dispatcher. Special loading instructions for cars will be followed as closely as possible (i.e., ore concentrates will not be loaded into a car designated for agricultural product loading only). MTY house cars to be returned to Ridgway and MTY gondolas and tank cars to be returned to Second District.

8. Description of Stations: Listed in order from Ridgway southward to Rico.

8.a. Ridgway: Northern terminus/headquarters of the RGS. Depot (not modeled), engine terminal, 4-stall roundhouse, shops. Interchange with the D&RGW Ouray Branch to Montrose and the Marshall Pass Line. Water, coal, sand, turntable.



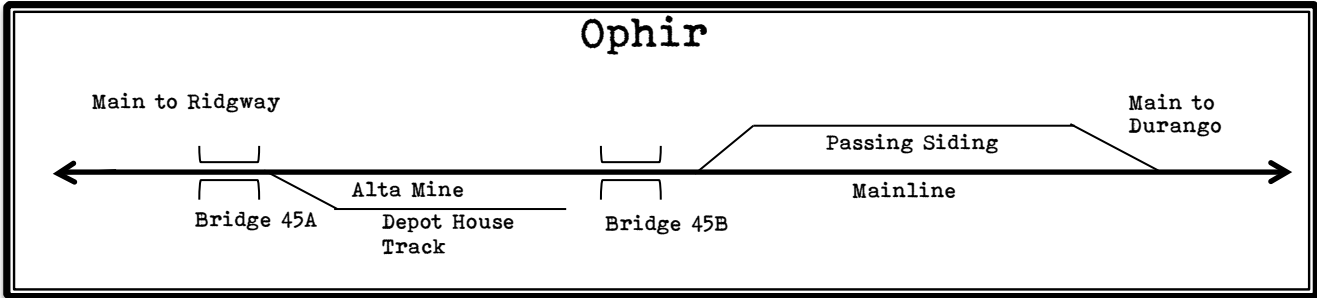
8.b. Placerville: The layout represents "Old Placerville," which had only a single spur. The passing siding was farther south at Placerville proper (location of the depot) and was also the depot house track. There was no room for the house track or wye on the layout, so Placerville can only be worked by a southbound local or a "simulated drop" unless the operator wishes to proceed all the way beyond Bridge 45B to use the passing siding there (simulating the passing siding at Placerville). Industries on the layout for the Placerville spur are the Texaco/Conoco oil facility and the stock pen. This spur is also the DCC programming track.



8.c. Ames: Water tank. Mandatory water stop for all steam trains regardless of direction of traffic. No sidings.

8.d. Windy Point: No facilities but known rock/snow slide area.

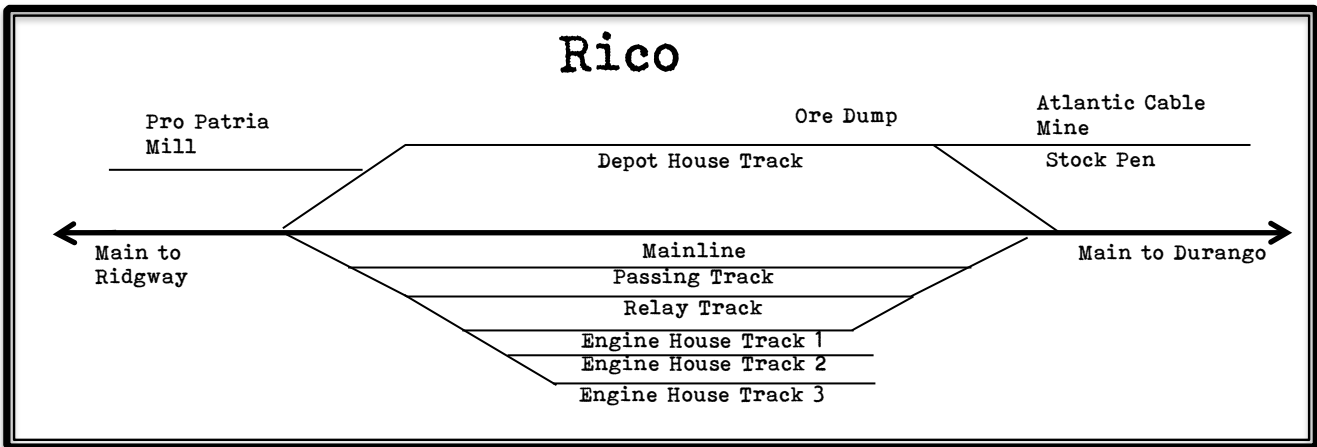
8.e. Ophir: Depot, section car shed, house track siding with switch only on north end, Alta Mine tram house and ore loading facility. Also has small unloading platform for Galloping Goose on mainline for Ophir Quality Store. The Ophir passing siding is south of Bridge 45B and doubles as the Lizard Head Pass passing siding.



8.f. Lizard Head Pass: Bunkhouse and section house. Ideally would also include snowshed, wye, and stock pen (not modeled). At 10,500 feet, Lizard Head is the highest point on the RGS. Notional grades approach 4% on either side of the pass, and although the layout itself does not include physical grades, simulated helper operations are conducted in accordance with the tonnage ratings in (5). Helpers are always cut-off at Lizard Head and run light ahead of the train or returned light to Ridgway. Operators will conduct simulated brake tests before descending from Lizard Head by including appropriate time delays. The passing siding at Lizard Head also doubles as the Ophir passing siding.

8.g. Gallagher: No sidings. Bridge 57B is modeled.

8.h. Rico: Rico is the division point on the RGS and the end of the First District. Depot, water, sand, coal, 6-stall enginehouse, section car shed, section house, house track, passing siding, Second District relay track, multiple industries (Rico-Argentine Pro-Patria Mill, Rico ore dump, Atlantic Cable Mine, future stock pen). North yard throat 3-way stub turnout controlled remotely. Engines departing Rico will be serviced with water, coal (notional; coal pocket not modeled), and sand.



9. Operating Session: Cars will be staged before each session such that Second Division cars headed northbound will be set out on the Rico relay track in no particular order. Southbound cars at Ridgway may either be pre-staged as having been delivered on the D&RGW interchange track or may be delivered by a D&RGW train using Rico and the lift-out section as representing Montrose. The Galloping Goose will make one round trip over the Second District during a typical session. The Durango/Second District staging track at Ridgway may be used for switching or staging for any other purpose unless a through train to/from the Second District must pass through Rico intact, in which case said train will depart from or arrive the Durango/Second District staging track at Ridgway by way of the lift-out section.

Operator positions:

1. Dispatcher (as needed)
2. Ridgway Yardmaster (as needed)
3. Rico Yardmaster (as needed)
4. Conductor (one per train)