UNION PACIFIC LIVONIA DIVISION : MONROE SUBDIVISION

A route by
Skyhook Games and Trains & Drivers
for Train Simulator

Contents

SHORT OVERVIEW 3
ROUTE DESCRIPTION 3
ROLLING STOCK 5
GP38-2 5
GE ES44AC 6
SD40-2 7
EMD SD70 8
DRIVING INSTRUCTIONS 9
GP38-2 9
GE ES44AC Controls 11
SD40-2 Controls 12
EMD SD70 Controls 13
THE SCENARIOS 14
ALEXANDRIA SWITCH JOB 14
UNION PACIFIC QLINL, PT. 1 14
UNION PACIFIC QLINL, PT. 2 14
UNION PACIFIC QLINL, PT. 3 15
UNION PACIFIC QLINL, PT. 4 15
GRAIN EXTRA SOUTH 15
MONROE SUB NORTH END LOCAL 15
SIGNALS 16
SIGNAL HEAD ASPECTS 16
CREDITS 18

SHORT OVERVIEW

- Route Location: Louisiana, USA, North America
- Route Length: approx. 120 Miles
- Classification: Mainline with mostly single track
- Operator: Union Pacific
- Equipment: GP38-2, ES44AC, SD40-2, SD70M,
- Rolling stock: Auto racks, Tank cars, Center beam, Gondola, Boxcar, Reefer & Coal Hoppers
- Major cities: Monroe (Northern terminus) and Alexandria (Southern terminus)

ROUTE DESCRIPTION

Situated in the southern region of the United States, the state of Louisiana is home to distant farmlands, dense woods and thick swamps, and with it, the varied and picturesque route of the Livonia Division: Monroe to Alexandria. Situated in northern Louisiana is the city of Monroe. Named after Steam-boat pioneer James Monroe, the city is home to various steam-boat exhibits, a massive paper mill, and despite its population of only 50,000, is home to several towers and a convention center, Monroe Convention Hall. Monroe is also home to Union Pacific's Monroe Yard which lies along the Monroe Subdivision, along with the Kansas City Southern West Monroe Yard. After the urban areas of Monroe, farmlands are aplenty. The only thing separating the rails and the farmlands is highway 165, which follows the Livonia route along the curves and banks of the mighty 605-mile-long Ouachita River.

The rails and Highway 165 separate, but only for a little, while the rails trail off into the backwoods and over the Ouachita River several times. The line then goes through several historic towns such as Grayson, Columbia, and Bank Springs, which have been thriving in the region as far back as 1827. The line then snakes around the back woods until Georgetown, where the Livonia meets up with a wye. Continuing south is the town of Antonia, which is home to a small trackside paper mill.

The line meets up with several other mainline and short line railroads, with several crossovers and merges just north of the historic town, and southern terminus of the route, Alexandria. Passing the Pineville Municipal Airport, past Lake Buhlow, and crossing over the mighty, 1,360-mile, Red River (which later separates Alexandria in half), the Livonia Division enters Alexandria.

Home to the former Missouri Pacific yard (which is now the modern Union Pacific yard), Alexandria is also home to several mainline splits, such as the line down to Baton Rouge and eventually New Orleans, the cut off to the hump yard in Livonia (in which the division is named after), and to points north such as Shreveport and Gibsland.

Featured in the route are modern Union Pacific traction power and equipment. Iconic locomotives, and quite common stock are supplied. General Electric's iconic ES44AC, SD40-2 and SD70M locomotives are included to haul the mainline services along the Livonia. But these locomotives won't be a service without rolling stock! Included is the Union Pacific Autorack, Tanker, Gondola, Box Car, Refrigerator, and Coal Hoppers. All of this stock is provided to allow realistic and variable experiences of railroading.


1627
1627
5053
BUILDING AMERICA
UNION PACIFIC
5053
BUILDING AMERICA


5053
5053
5053

ROLLING STOCK

GP38-2

The GP38-2 is an upgraded version of General Motors GP38, differing in only minor details. Its 16-cylinder engine generates 2,000 horse power and the class remain in service to this day due to their reliability and ease of maintenance.

GE ES44AC

Designed to meet the US EPA's Tier 2 emissions standards the first pre-production GE Transportation Systems' ES44AC locomotives were delivered to the Union Pacific in February 2003 as part of their Evolution Series.

Although visually similar to a Dash 9, differences are apparent with the radiator configuration as the ES44AC needs a greater cooling capacity in order to reduce emissions.

SD40-2

Introduced at the beginning of 1972 the SD40-2 proved itself a reliable and versatile locomotive and went on to become EMD's best-selling model ever.

The 1980s heralded the demise of SD40-2 production, and the final unit for a US railroad was completed in summer 1984.

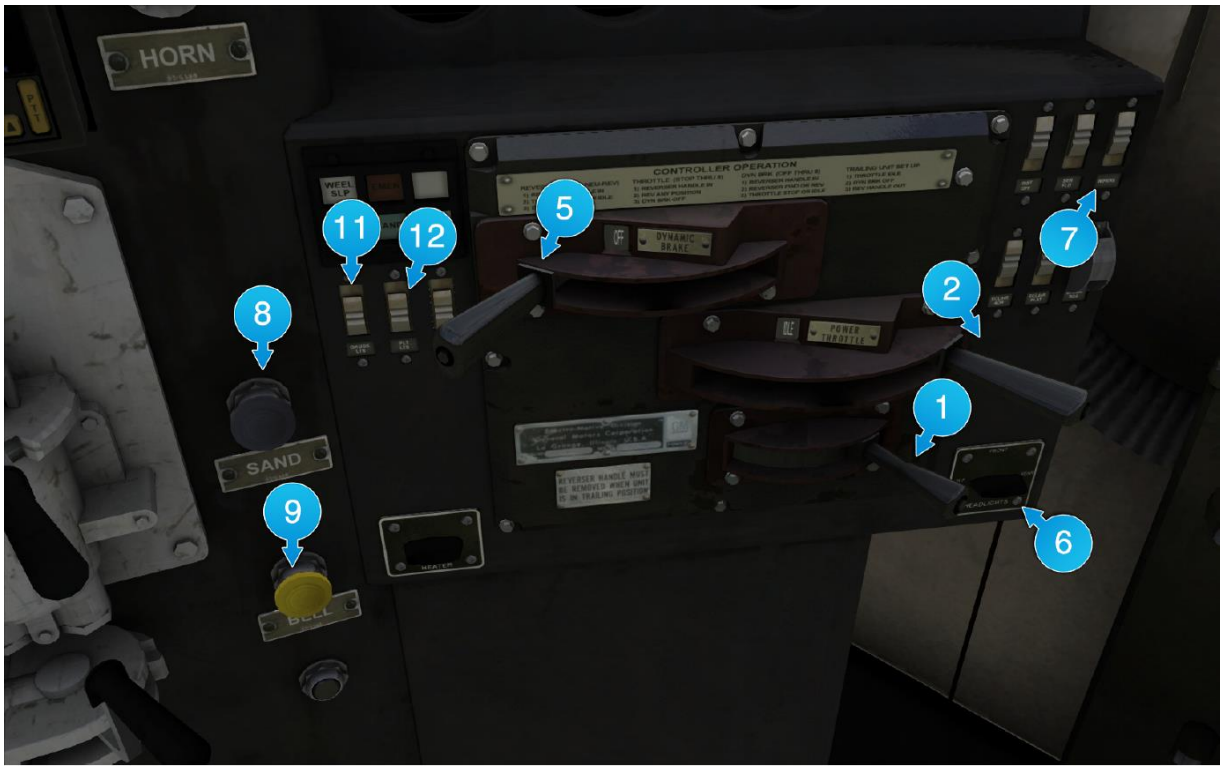
EMD SD70

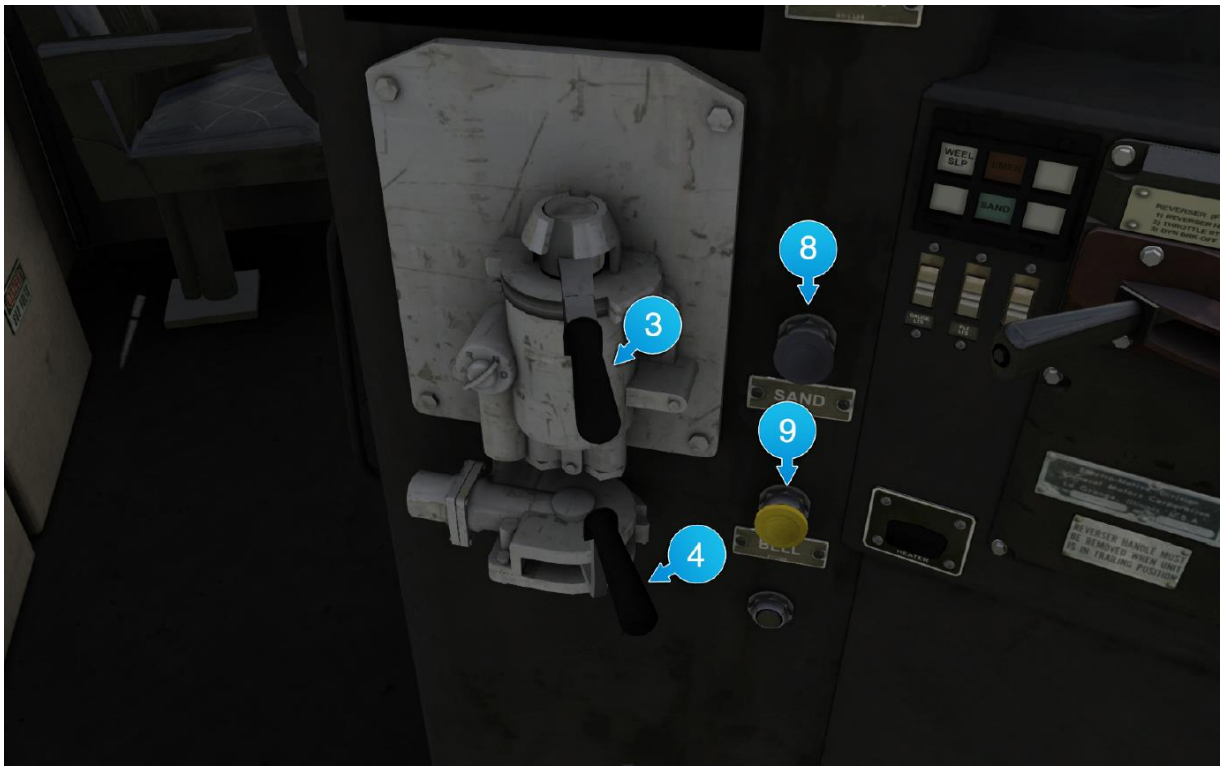
The EMD SD70 series was introduced in fall 1992 to compete with the GE Dash-9. At the time of writing the locomotive is still in production and so far over 5,700 examples have been built for railroads across America and the world.

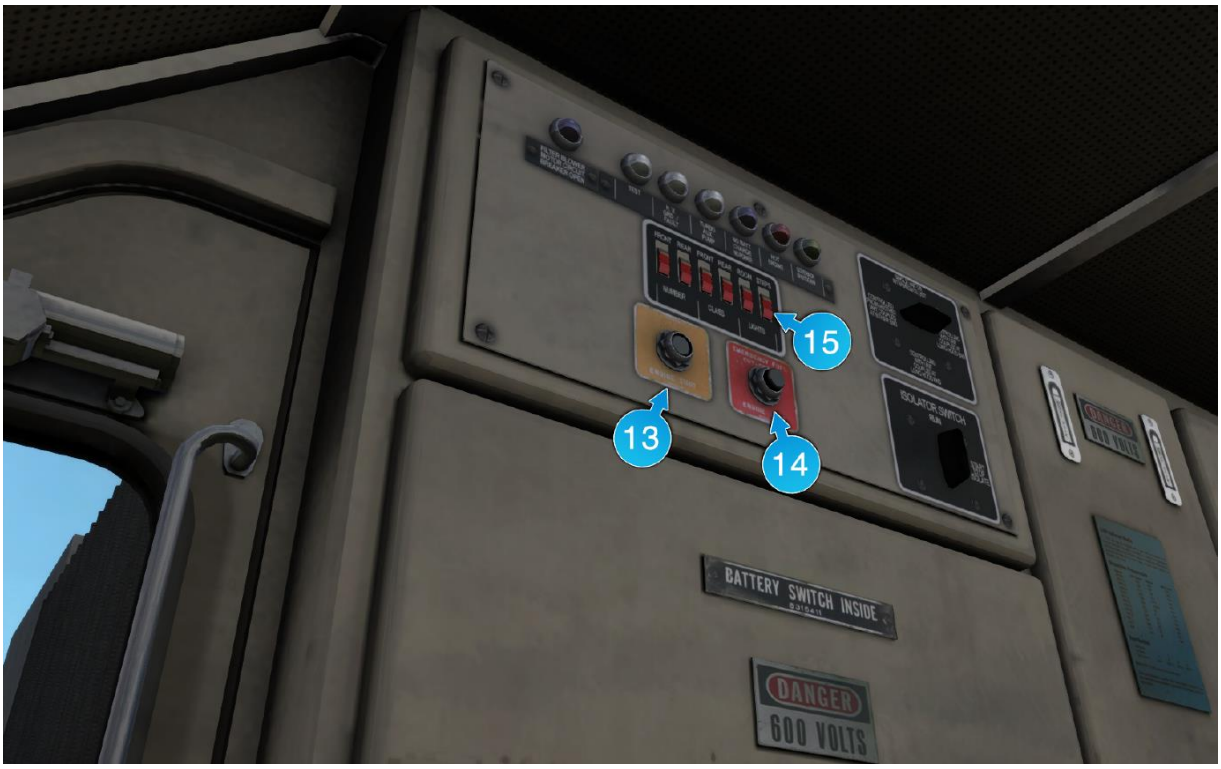
Equipped with direct current (DC) traction motors, this simplifies the locomotive's electrical system by removing the need for the computer-controlled inverters which are required for alternating current (AC) power versions. It is equipped with the 4,000 horsepower (3,000 kW), 16-cylinder EMD 710 prime mover.

DRIVING INSTRUCTIONS

GP38-2







1	Reverser	9	Bell
2	Throttle	10	Horn
3	Train Brake	11	Gauge Lights
4	Loco Brake	12	Ditch Lights
5	Dynamic Brake	13	Engine Start
6	Headlights	14	Engine Stop
7	Wipers	15	StepLights
8	Sander		

GE ES44AC Controls

1	Cab Light	12	Train Brake
2	Number Light	13	IND Brake
3	Step Light	14	Unit Number
4	Ditch Light	15	Throttle State
5	Dynamic Brake	16	Tractive Effort
6	Throttle	17	Reverser State
7	Reverser	18	Speedometer
8	Headlights	19	Brake Pipe
9	Bell	20	EQ Reservoir
10	Sander	21	Brake Cylinder
11	Horn	22	Main Reservoir

SD40-2 Controls

1	Ammeter	9	Headlights
2	Cyl/Pipe Brake	10	Reverser
3	Main/EQ Reservoir	11	Wipers
4	Horn	12	Dynamic Brake
5	Step Light	13	Sander
6	Instrument Light	14	IND Brake
7	Number Lights	15	Train Brake
8	Throttle	16	Cab Light

EMD SD70 Controls

1	Ammeter	12	Bell
2	Speedometer	13	Headlight Indicator
3	Main/EQ Reservoir	14	Sander Indicator
4	Cyl/Pipe Brake	15	Emergency Indicator
5	IND Brake	16	Bell Indicator
6	Train Brake	17	Wheel Slip Indicator
7	Combined Throttle/Dynamic Brake	18	Number Lights
8	Reverser	19	Can Light
9	Wipers	20	Instrument Lights
10	Sander	21	Step Light
11	Horn	22	Headlights

THE SCENARIOS

ALEXANDRIA SWITCH JOB

Located at the south end of the Monroe Subdivision and near the junction with Union Pacific's Livonia and Reisor Subdivisions, Alexandria Yard is a focal point for local operations. You have been called for a morning switch job at Alexandria and your assignments will include yard and line-side industry work and a run north to deliver and set-out cars at Camp Beauregard. Your motive power is a pair of veteran UP EMD GP38-2s.

Duration: ~75 minutes

Featured: Union Pacific EMD GP38-2

UNION PACIFIC QLINL, PT. 1

A manifest freight that regularly operates via the Monroe Subdivision is Union Pacific QLINL which runs between Livonia (Louisiana) Yard and North Little Rock, Arkansas. You are the engineer of the QLINL and have made a stop at Alexandria Yard to make a pick-up of additional cars, after which you will continue northbound. Your power is a set of UP EMD SD70Ms. This is the first installment of a four-part scenario.

Duration: ~60 minutes

Featured: Union Pacific EMD SD70M

UNION PACIFIC QLINL, PT. 2

In Part 1 of this multi-part scenario you proceeded from Alexandria to Antonia where you are stopped for a meet. Soon, you'll continue the journey north to Urania.

Duration: ~55 minutes

Featured: Union Pacific EMD SD70M

UNION PACIFIC QLINL, PT. 3

In Part 2 of this multi-part scenario you arrived at Uriana. Soon, you'll continue the journey northbound to Bosco with a duo of UP EMD SD70Ms as power.

Duration: ~60 minutes

Featured: Union Pacific EMD SD70M

UNION PACIFIC QLINL, PT. 4

In Part 3 of this multi-part scenario you reached Bosco, where you have been delayed by a train ahead. Soon, you'll continue and complete the journey to Monroe.

Duration: ~35 minutes

Featured: Union Pacific EMD SD70M

GRAIN EXTRA SOUTH

The ports of the Gulf Coast are the destination of great quantities of grain from the Upper Midwest and you are the engineer of heavily loaded unit grain train UP Extra 5353 South with a duo of UP GE ES44ACs on the point and a third GE operating as a DPU. As the scenario begins, you are awaiting a meet at Georgetown and will soon be headed south for Alexandria.

Duration: ~90 minutes

Featured: Union Pacific GE ES44AC

MONROE SUB NORTH END LOCAL

You are the engineer of a local turn working the north end of the Monroe Subdivision. As the scenario begins, you are returning northbound and stopped at Boscoe for a meet. Then you'll be working the lineside industries at Erco and south of Monroe before taking the train to Monroe Yard. It is a rainy Spring day and your power is a pair of aged but reliable UP EMD SD40-2s.

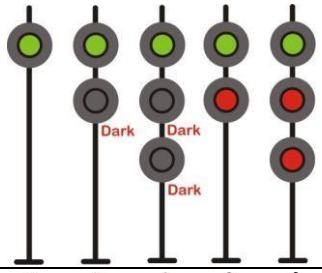
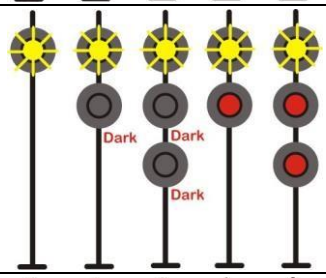
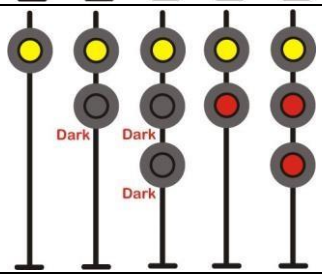
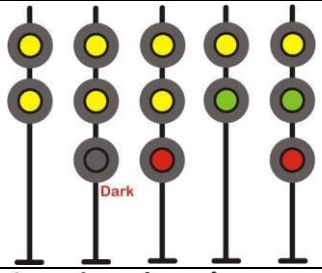
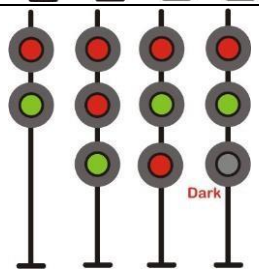
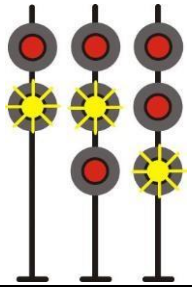
Duration: ~70 minutes

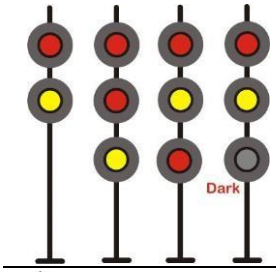
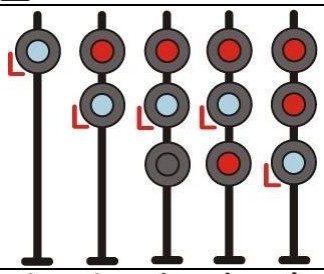
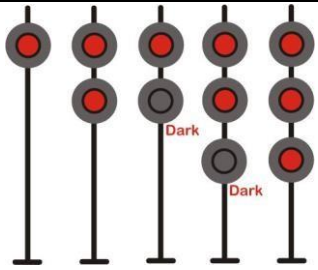
Featured: Union Pacific EMD SD40-2

SIGNALS

SIGNAL HEAD ASPECTS

Colour light signals are used for controlling running movements. They display aspects by means of red, yellow and green coloured lights.

Signal Aspect	Description	Instruction to Driver
	Clear	Proceed, at the maximum allowed line speed.
	Advance Approach	Proceed: be prepared to stop after the next signal.
	Approach	Proceed: be prepared to stop at the next signal.
	Approach Diverging	Proceed: be prepared to take a diverging track after the next signal.
	Diverging Clear	Proceed on diverging track at prescribed speed for junction.
	Diverging Advance Approach	Proceed on diverging track at prescribed speed for junction. Be prepared to stop after the next signal.

	Diverging Approach	Proceed on diverging track at prescribed speed for junction. Be prepared to stop at the next signal.
	Diverging Approach Diverging	Proceed on diverging track at prescribed speed for junction. Be prepared to take a diverging track after the next signal.
	Approach Restricting	Proceed: be prepared to pass next signal at restricted speed.
	Restricting	Proceed at restricted speed.
	Stop	Stop.

CREDITS

- Tracks: Josef Walls, Michael Stephan
- Signaling: Michael Stephan
- 3D Assets: Skyhook Games
- Scenery: Michael Stephan, Josef Walls, Andreas Czudai
- Scenarios: Gary Dolzall
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