

CONDENSED PROFILE

OF THE

D. & R. G. W. R. R.
SYSTEM

OFFICE OF CHIEF ENGINEER

DENVER, COLORADO

CORRECTED TO JAN. 1, 1960

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GENERAL INDEX TO CONDENSED PROFILES

—≡≡MAIN LINE PROFILES≡≡—

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—≡≡BRANCH LINE PROFILES≡≡—

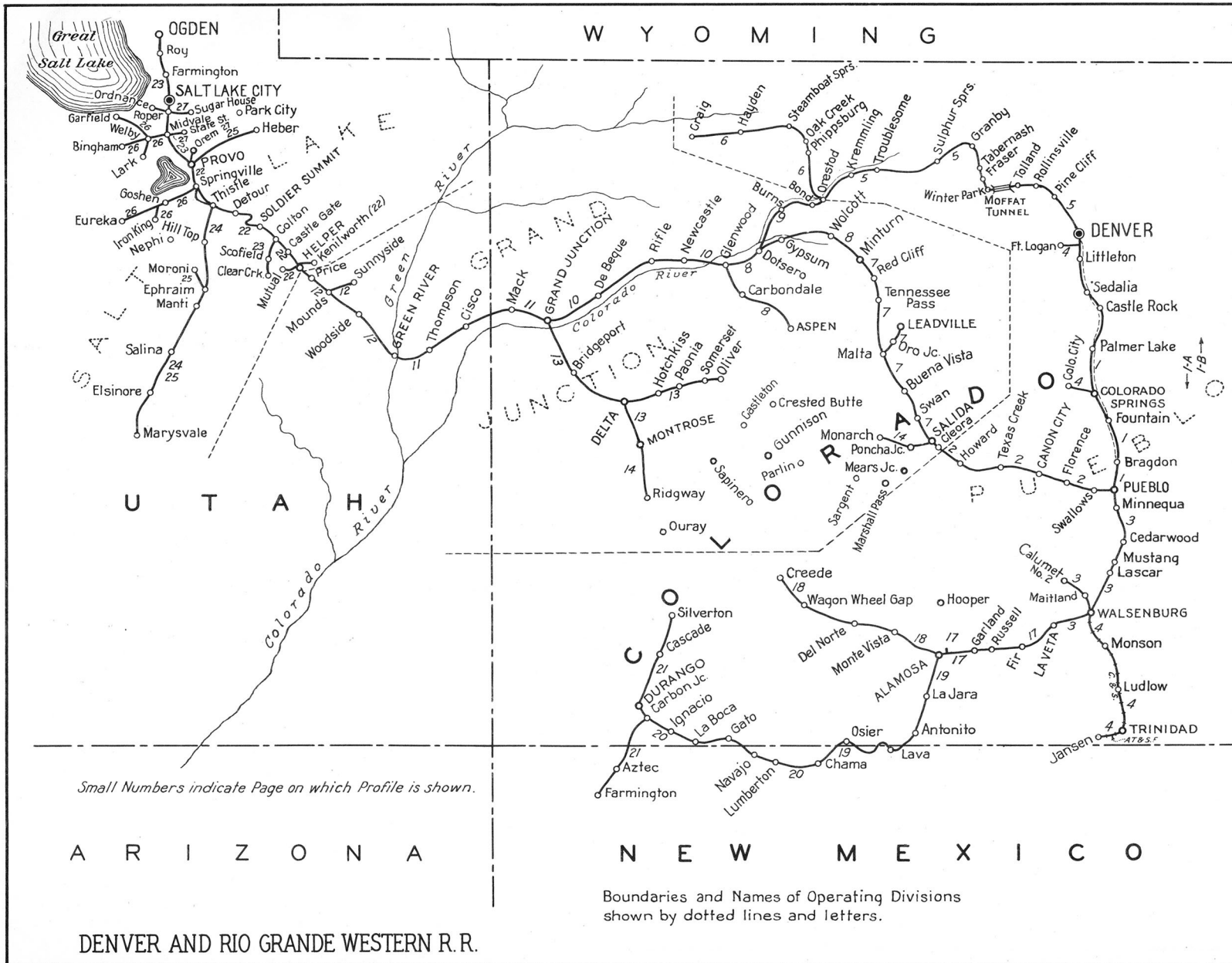
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--------------------------------------	----

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REFERENCES TO PROFILE

1-1-1960

Horizontal Scale: 10 Miles per Inch. Vertical Scale: 1000 Feet per Inch.

Maximum Grade per 100 feet ascending from Denver marked +, descending grade marked -

RAILS IN TRACK	LBS. PER YARD	STANDARD GAGE	THREE RAIL	NARROW GAGE
	133 & 136	•••••		
130 & 131	•••••			
115 & 119	•••••			
112	•••••			
110	•••••			
100 & 106	•••••			
90	•••••			
80 & 85	•••••			
75	•••••			
70	•••••			
65	•••••			
52	•••••			

DIVISIONS { PUEBLO _____ Pages 1 to 6, 17 to 21, and 28
 GRAND JUNCTION _____ " 7 to 14
 SALT LAKE _____ " 22 to 28

HISTORICAL DATA { LINES ABANDONED Statement Pages 31 to 33
 " " Map Pages 34

X - Section Headquarters ▲ Radio Maintainers Headquarters
 - Tel. & Tel. Maintainer Headquarters Ⓞ Diesel Generator Water
 ● Western Union Linemen Headquarters Ⓜ Diesel Radiator Water
 + Signal Maintainers Headquarters
 ▲ Base Radio Station (Yard Radio)
 △ Base Radio Station (Wayside to Train)

Turning Stations { Figures following T.T. show diameter of Turntable Pit.
 " " Wye show length of stem
 Length not shown where Wye connects branches or main line

Water Stations shown thus { ○ Tank Supplying Engines
 ● Tank Supplying Stand Pipe (+ Stand Pipe)
 ● Tank Supplying Stand Pipe and Engines

All pumps are operated by Steam Plants except where otherwise noted.
 Water Treating Plants shown thus ◆ Plants not in use shown thus ◆
 Mail Cranes shown thus X Spring Switches in Main Track shown thus Ⓢ
 U.S.G.S. Precise Elevations shown in parenthesis following D.&R.G.W. Elevations.
 Automatic Block Signals □□□□ CTC - - - - - Miles from Denver via Moffat Tunnel in parenthesis - Shown thus: -

DENVER TO PUEBLO

119.17 MILES

Rise 2109' Fall 2639'

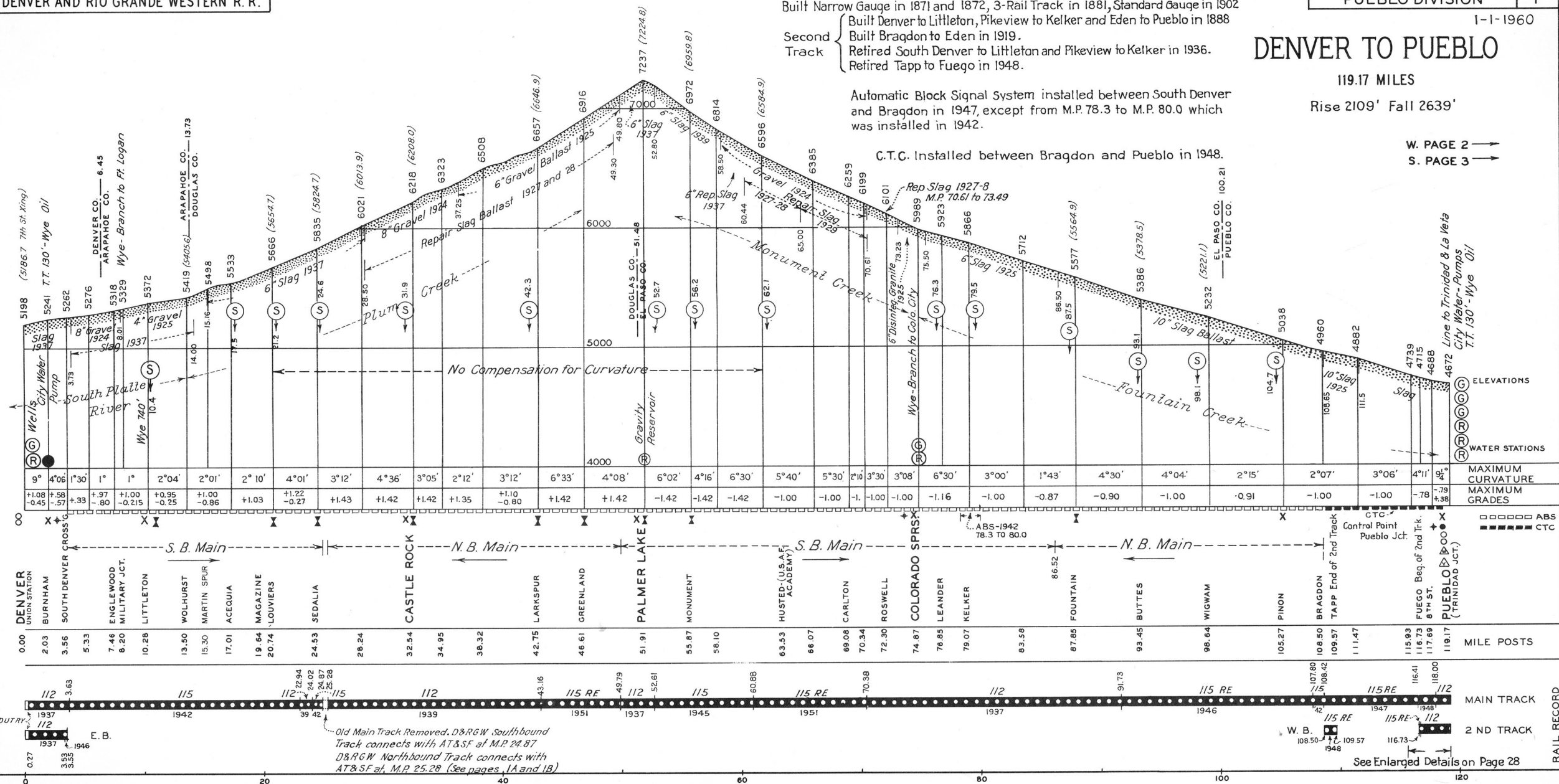
Built Narrow Gauge in 1871 and 1872, 3-Rail Track in 1881, Standard Gauge in 1902

Second Track { Built Denver to Littleton, Pikeview to Kelker and Eden to Pueblo in 1888
 Built Braqdon to Eden in 1919.
 Refired South Denver to Littleton and Pikeview to Kelker in 1936.
 Refired Tapp to Fuego in 1948.

Automatic Block Signal System installed between South Denver and Braqdon in 1947, except from M.P. 78.3 to M.P. 80.0 which was installed in 1942.

C.T.C. Installed between Braqdon and Pueblo in 1948.

W. PAGE 2 →
 S. PAGE 3 →



Old Main Track Removed. D&RGW Southbound Track connects with AT&SF at M.P. 24.87. D&RGW Northbound Track connects with AT&SF at M.P. 25.28 (See pages 1A and 1B)

See Enlarged Details on Page 28

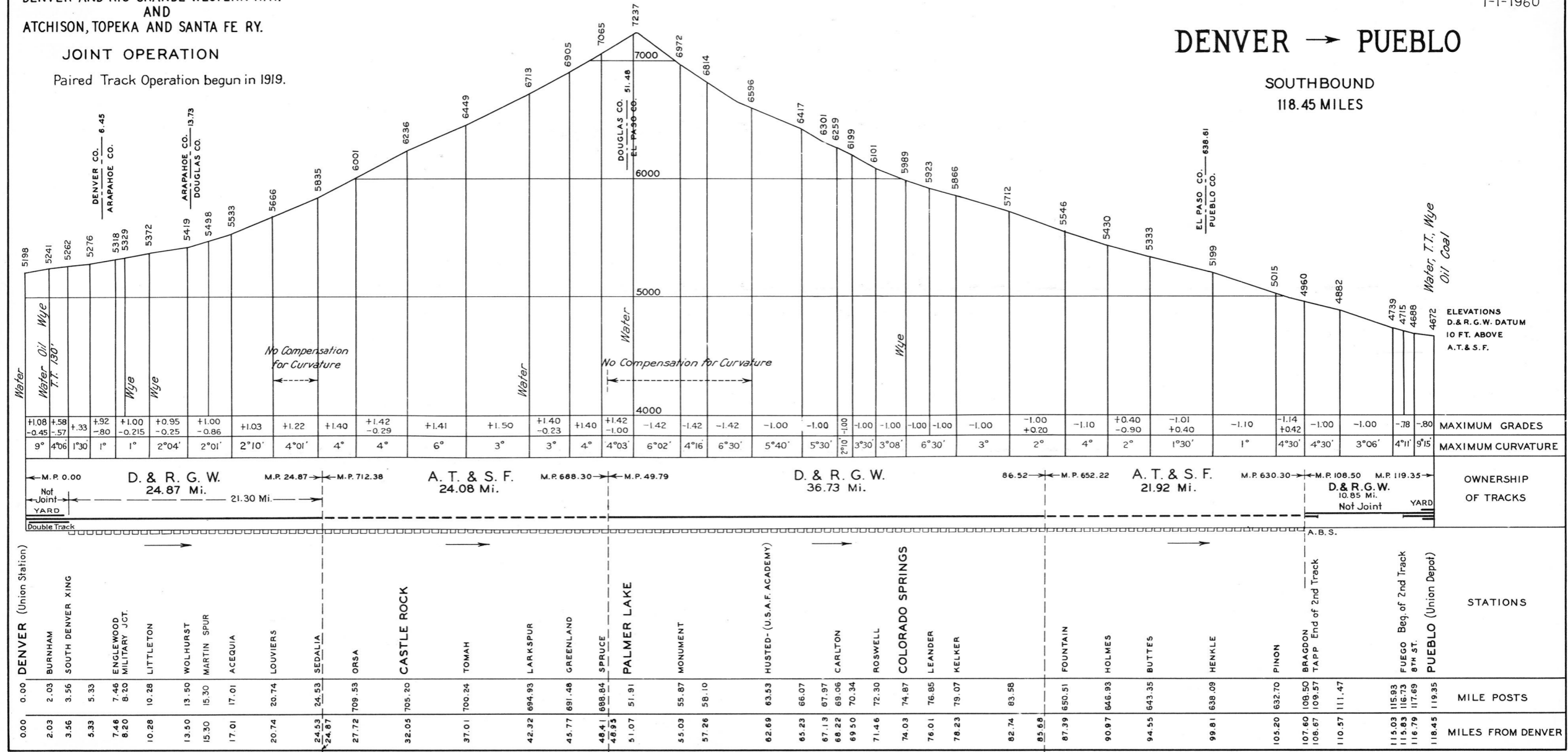
RAIL RECORD

DENVER AND RIO GRANDE WESTERN R. R.
AND
ATCHISON, TOPEKA AND SANTA FE RY.

JOINT OPERATION
Paired Track Operation begun in 1919.

DENVER → PUEBLO

SOUTHBOUND
118.45 MILES



ELEVATIONS
D. & R. G. W. DATUM
10 FT. ABOVE
A. T. & S. F.

Water, T. T., Wye
Oil Coal

No Compensation
for Curvature

No Compensation
for Curvature

Ownership of Tracks: D. & R. G. W. (24.87 Mi.), A. T. & S. F. (24.08 Mi.), D. & R. G. W. (36.73 Mi.), A. T. & S. F. (21.92 Mi.), D. & R. G. W. (10.85 Mi.).

MILE POSTS	STATIONS	MILES FROM DENVER
0.00	DENVER (Union Station)	0.00
2.03	BURNHAM	2.03
3.56	SOUTH DENVER XING	3.56
5.33	ENGLEWOOD MILITARY JCT.	5.33
7.46	LITTLETON	7.46
8.20	WOLHURST	8.20
10.28	MARTIN SPUR	10.28
13.50	ACEQUIA	13.50
15.30	LOUVIERS	15.30
17.01	SEDALIA	17.01
20.74	ORSA	20.74
24.53	CASTLE ROCK	24.53
24.87		24.87
27.72	TOMAH	27.72
32.05	LARKSPUR	32.05
37.01	GREENLAND	37.01
42.32	SPRUCE	42.32
45.77	PALMER LAKE	45.77
48.41	MONUMENT	48.41
48.93	HUSTED (U.S.A.F. ACADEMY)	48.93
51.07	COLORADO SPRINGS	51.07
51.91	LEANDER	51.91
55.03	KELKER	55.03
57.26	FOUNTAIN	57.26
62.69	HOLMES	62.69
65.23	BUTTES	65.23
67.13	HENKLE	67.13
67.97	PINON	67.97
68.22	BRAGDON	68.22
69.06	TAPP	69.06
69.50	End of 2nd Track	69.50
70.34	FUEGO	70.34
71.46	8TH ST.	71.46
74.03	PUEBLO (Union Depot)	74.03
74.87		74.87
76.01		76.01
76.85		76.85
78.23		78.23
82.74		82.74
85.26		85.26
87.39		87.39
90.87		90.87
94.55		94.55
99.81		99.81
105.20		105.20
107.60		107.60
108.50		108.50
109.57		109.57
110.57		110.57
111.47		111.47
115.03		115.03
115.83		115.83
116.73		116.73
116.79		116.79
117.69		117.69
118.45		118.45

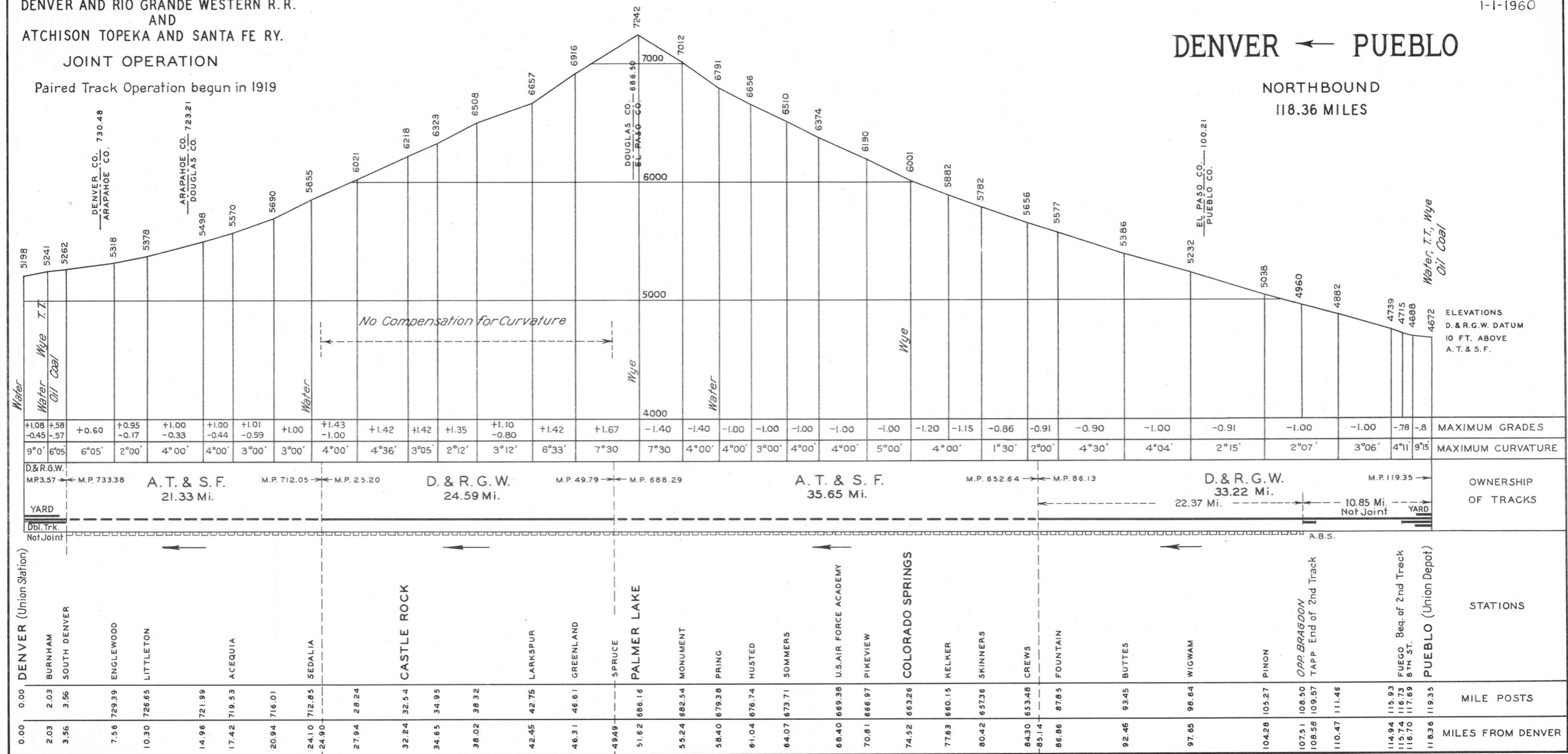
DENVER AND RIO GRANDE WESTERN R. R.
AND
ATCHISON TOPEKA AND SANTA FE RY.

JOINT OPERATION

Paired Track Operation begun in 1919

DENVER ← PUEBLO

NORTHBOUND
118.36 MILES



ELEVATIONS
D. & R. G. W. DATUM
10 FT. ABOVE
A. T. & S. F.

No Compensation for Curvature

Water, T. T., Wye
Oil, Coal

Water
Water
Oil
Coal

D&R.G.W.
YARD
Dbl. Trk
Not Joint

OWNERSHIP
OF TRACKS

STATIONS

MILE POSTS

MILES FROM DENVER

PUEBLO TO SALIDA

95.87 MILES

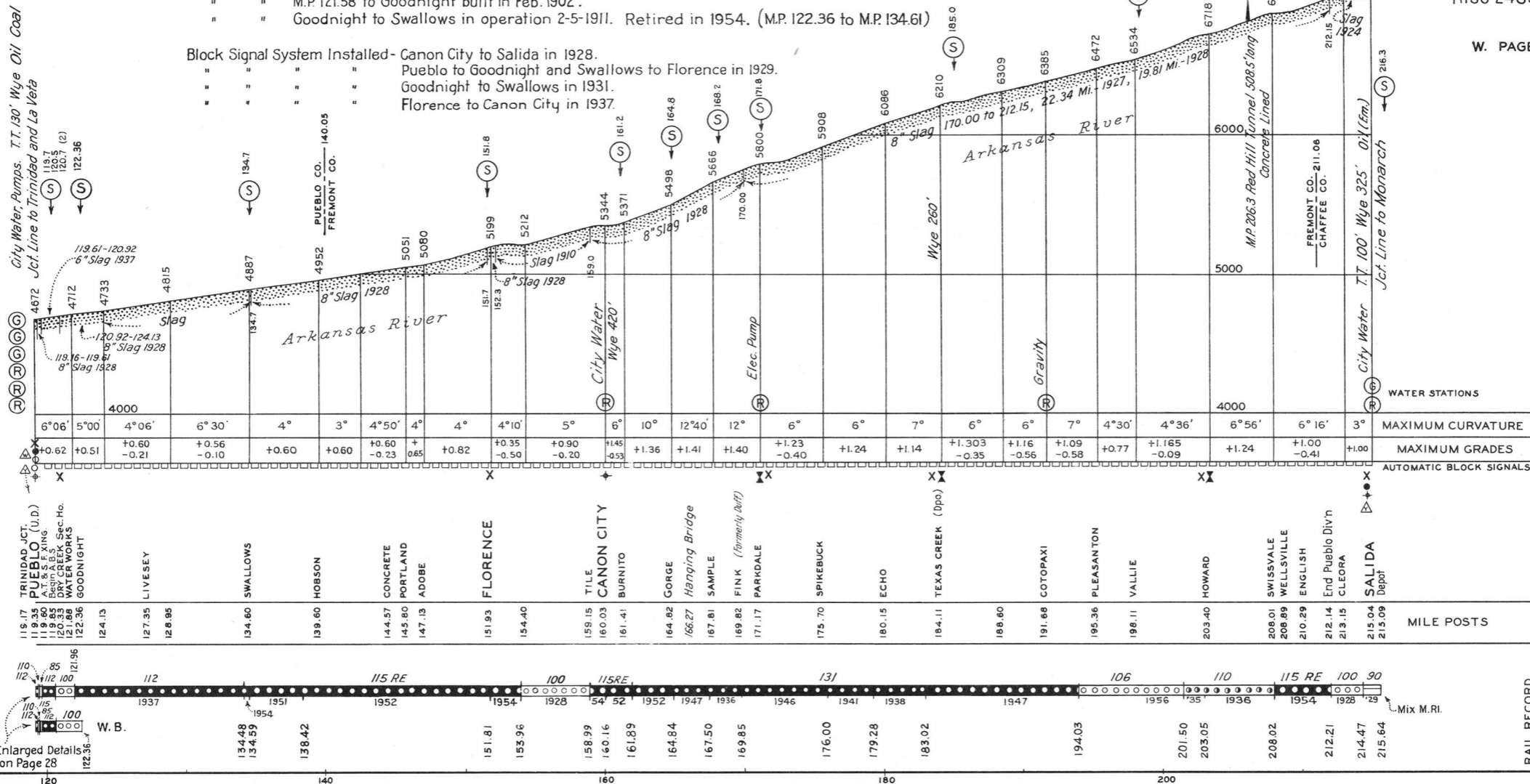
Rise 2489' Fall 107'

W. PAGE 7 →

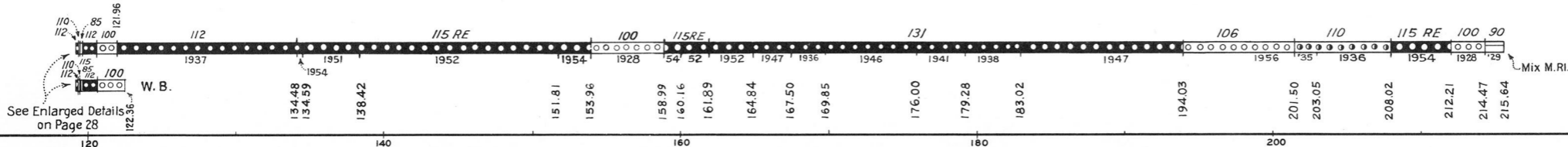
Narrow Gage to Florence in 1872, to Canon City in 1874 and to Salida in 1880 } Standard Gage to Cleora in 1911
 3-Rail Track " " " " 1887, " " " " 1888 " " " " 1890 } (Except at Florence-S.G. 1914.)
 Second Track Cleora to Salida built in 1890-3 Rail. Retired in 1942.
 " " " " Florence to Canon City in operation since 7-16-1908, Removed in 1952.
 " " " " Pueblo to M.P. 121.58 built in 1900.
 " " " " M.P. 121.58 to Goodnight built in Feb. 1902.
 " " " " Goodnight to Swallows in operation 2-5-1911. Retired in 1954. (M.P. 122.36 to M.P. 134.61)

Block Signal System Installed- Canon City to Salida in 1928.
 " " " " Pueblo to Goodnight and Swallows to Florence in 1929.
 " " " " Goodnight to Swallows in 1931.
 " " " " Florence to Canon City in 1937.

← N. PAGE 1
 ← S. PAGE 3



6°06'	5°00'	4°06'	6°30'	4°	3°	4°50'	4°	4°	4°10'	5°	6°	10°	12°40'	12°	6°	6°	7°	6°	6°	7°	4°30'	4°36'	6°56'	6°16'	3°	MAXIMUM CURVATURE													
+0.62	+0.51	+0.60	+0.56	+0.60	+0.60	+0.60	+0.60	+0.65	+0.82	+0.35	-0.50	+0.90	-0.20	+1.45	-0.53	+1.36	+1.41	+1.40	+1.23	-0.40	+1.24	+1.14	+1.303	-0.35	+1.16	-0.56	+1.09	-0.58	+0.77	+1.165	-0.09	+1.24	+1.00	-0.41	+1.00	MAXIMUM GRADES			
X	X								X					X	X								X			X											AUTOMATIC BLOCK SIGNALS		
TRINIDAD JCT.	PUEBLO (U.D.)	A.T. & S.F. KING	DRY CREEK Sec. Ho.	WATER WORKS	GOODNIGHT	LIVESEY	LIVESEY	SWALLOWS	HOBSON	CONCRETE	PORTLAND	ADOBÉ	FLORENCE	TILE	CANON CITY	BURNITO	GORGE	166.27	167.81	SAMPLE	FINK (Formerly Buff)	169.82	171.17	PARKDALE	SPIKEBUCK	ECHO	TEXAS CREEK (Dpo)	COTOPAXI	PLEASANTON	VALLIE	HOWARD	SWISSVALE	WELLSVILLE	ENGLISH	End Pueblo Divn	CLEORA	SALIDA	Depot	WATER STATIONS
119.17	119.33	119.60	120.35	120.88	122.36	124.13	127.35	128.95	134.60	139.60	144.57	145.80	147.13	151.93	154.40	159.15	160.03	161.41	164.82	166.27	167.81	169.82	171.17	175.70	180.15	184.11	188.60	191.68	195.36	198.11	203.40	208.01	208.89	210.29	212.14	213.15	215.04	215.09	MILE POSTS



See Enlarged Details on Page 28

RAIL RECORD

← N. PAGE 1
← W. PAGE 2

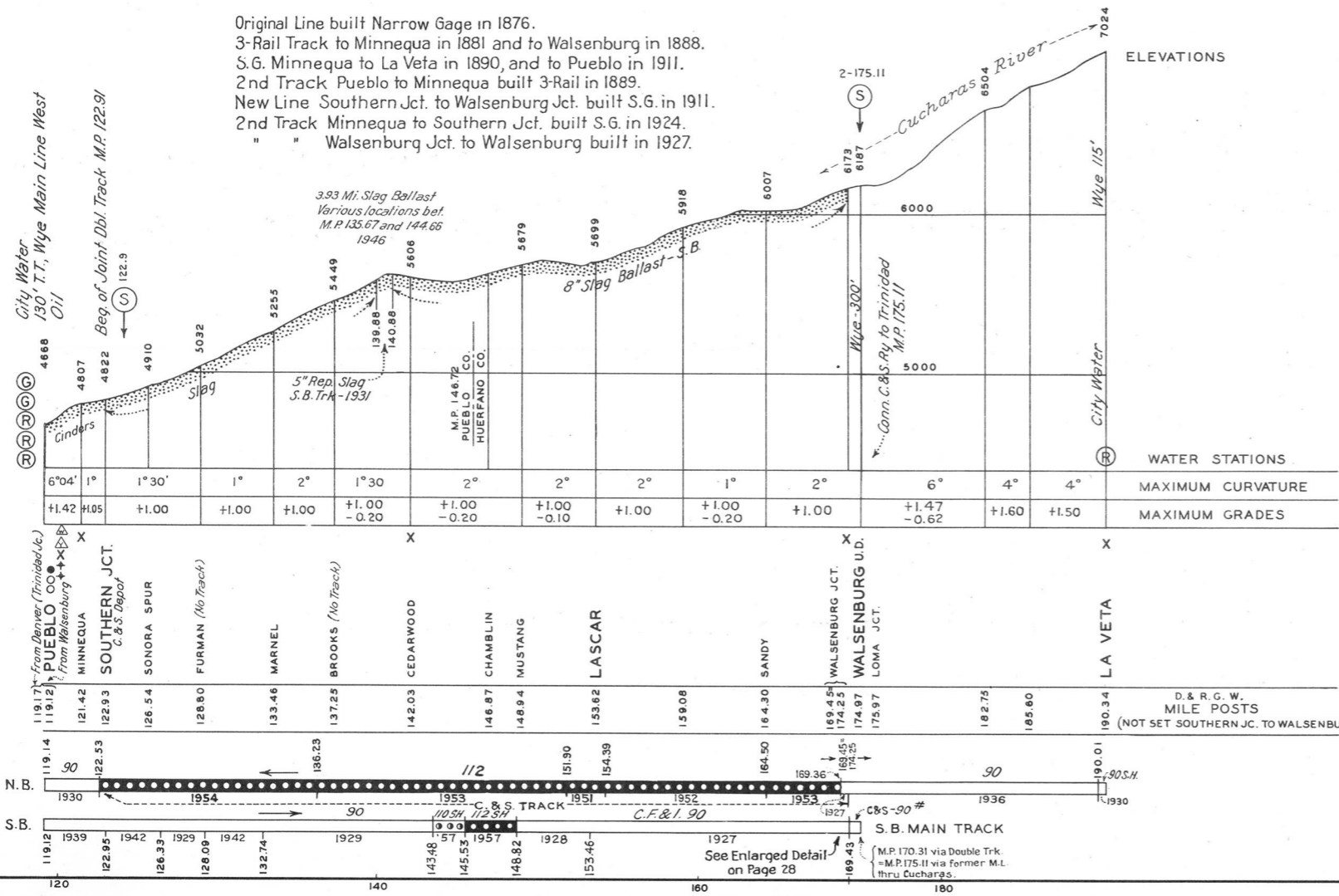
PUEBLO to LA VETA

66.42 MILES

Rise 2458' Fall 102'

W. PAGE 17 →

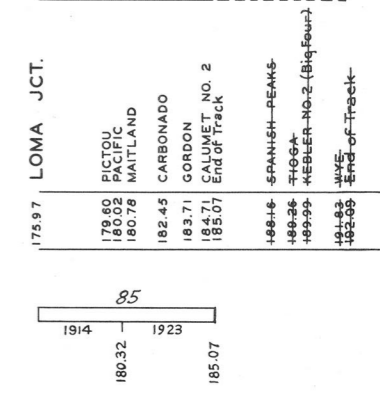
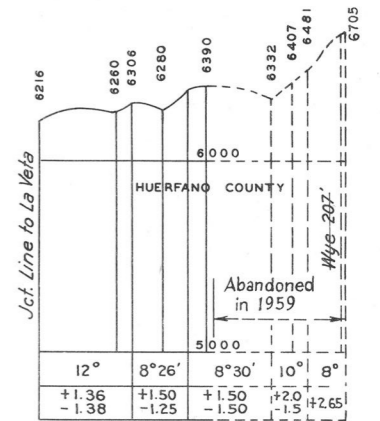
Original Line built Narrow Gage in 1876.
3-Rail Track to Minnequa in 1881 and to Walsenburg in 1888.
S.G. Minnequa to La Veta in 1890, and to Pueblo in 1911.
2nd Track Pueblo to Minnequa built 3-Rail in 1889.
New Line Southern Jct. to Walsenburg Jct. built S.G. in 1911.
2nd Track Minnequa to Southern Jct. built S.G. in 1924.
" " Walsenburg Jct. to Walsenburg built in 1927.



LOMA BRANCH

9.10 MILES

Built S.G. to Pictou in 1888, to Maitland in 1896, to Strong (Spanish Peaks) in 1904, to Kebler No. 2 in 1907 and to Alamo No.1 in 1923.
Abandoned 0.88 Miles, Alamo No.2 to Alamo in 1942
" " 1.18 Miles, M.P.192.09 to M.P.193.27 at Alamo No. 2 in 1953, track removed in 1956.
Abandoned 7.02 Miles, M.P.185.07 to M.P.192.09 in 1959, track removed in 1959.



RAIL RECORD

FORT LOGAN BRANCH

2.42 MILES

ARAPAHOE COUNTY

Built 3 Rail in 1889.
S.G. in 1902.

MANITOU BRANCH

2.57 MILES

EL PASO COUNTY

Built N.G. in 1880.
3 Rail in 1888.
S.G. in 1902.

TRINIDAD MAIN LINE

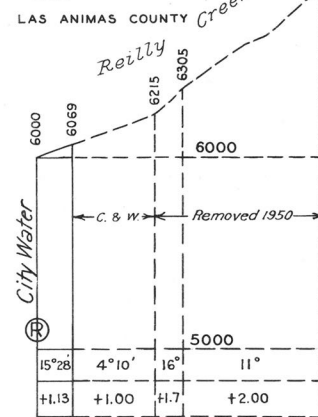
1.66 MILES

LAS ANIMAS COUNTY

TRINIDAD - JANSEN

2.08 MILES

D. & R.G.W. Track to Cokedale built in 1906, to Bon Carbo in 1917. A.S. & R. Mn. Track Cokedale purchased in 1929. Longsdale Jct. to Bon Carbo removed in 1950.



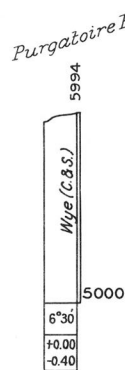
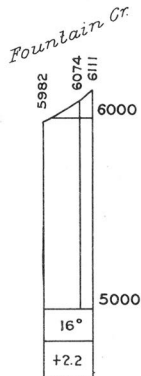
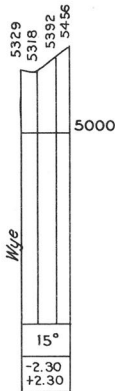
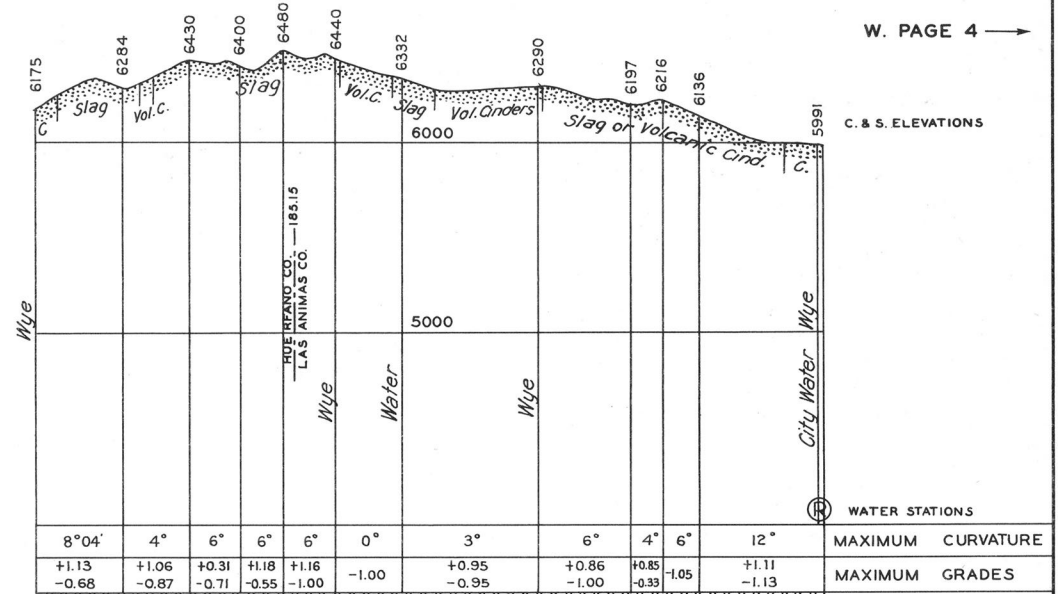
WALSENBURG TO TRINIDAD

40.99 MILES Rise 576' Fall 762'

D. & R.G.W. Operation began August 3, 1936.
Contract No. 15317 Dated Dec. 10, 1936.

← N. PAGE 3

W. PAGE 4 →



8.20 MILITARY JCT.
9.98 FORT LOGAN
10.62 End of Track

75.04 MANITOU JCT.
76.89 COLORADO CITY
77.61 End of Track

210.26 TRINIDAD
210.49 LONGS CANON JCT.
210.80 C. & S. CONNECTION

210.49 TRINIDAD
(Longs Canyon Jct.)

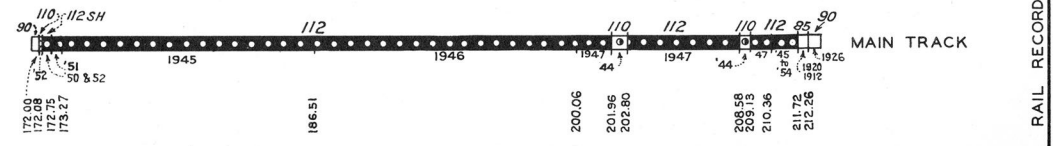
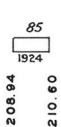
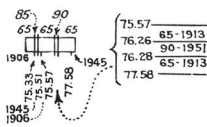
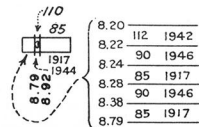
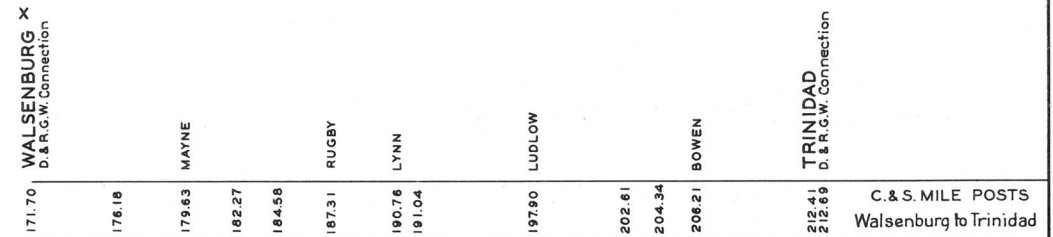
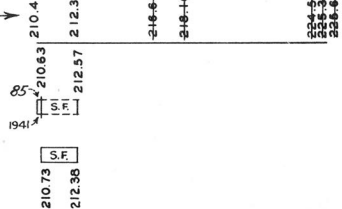
212.38 JANSEN

216.66 LONGSDALE JCT.

218.19 COKEDALE

224.36 BON CARBO (Tipple)
225.31
228.40 End of Track

← MILE POSTS →



RAIL RECORD

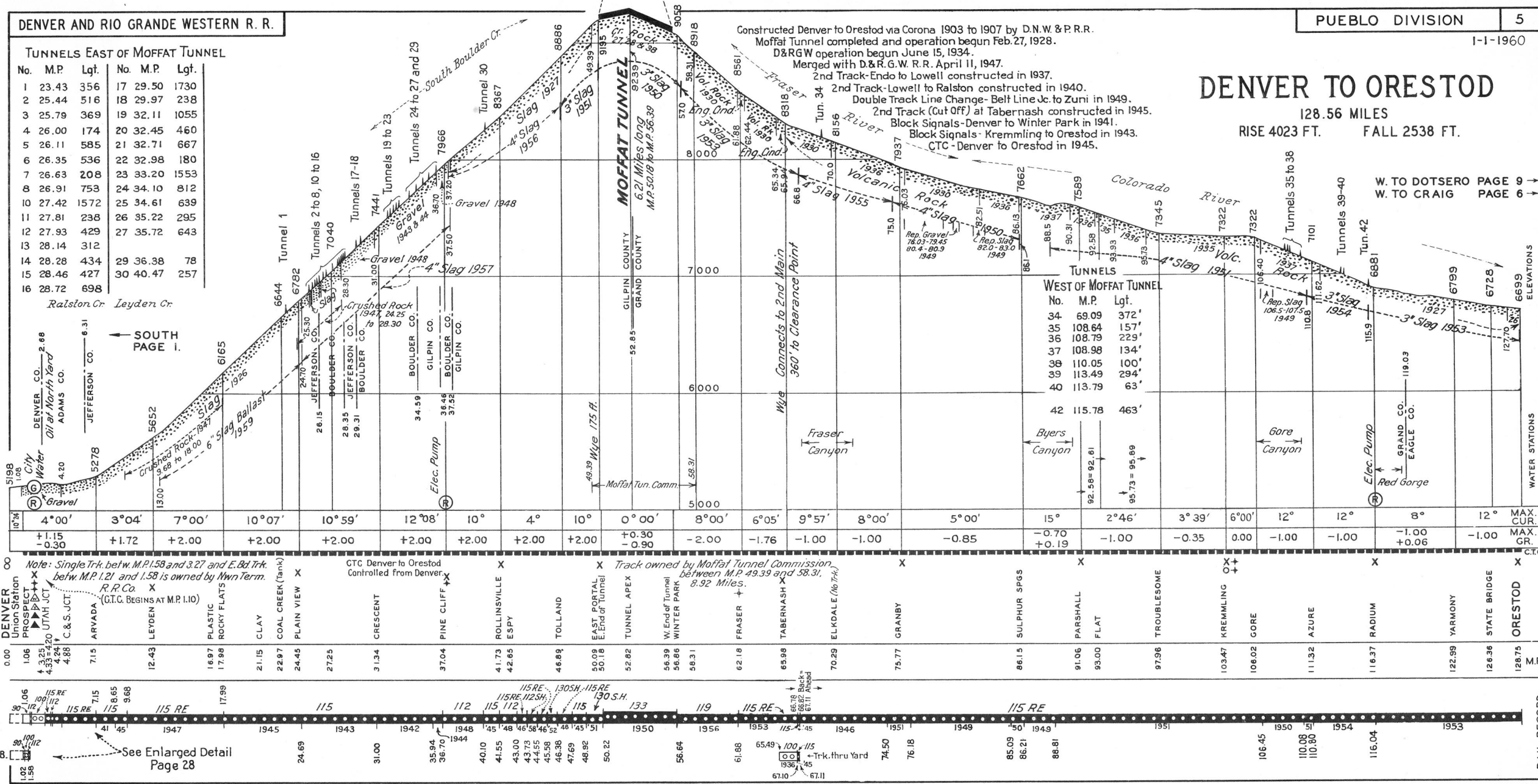
TUNNELS EAST OF MOFFAT TUNNEL

No.	M.P.	Lgt.	No.	M.P.	Lgt.
1	23.43	356	17	29.50	1730
2	25.44	516	18	29.97	238
3	25.79	369	19	32.11	1055
4	26.00	174	20	32.45	460
5	26.11	585	21	32.71	667
6	26.35	536	22	32.98	180
7	26.63	208	23	33.20	1553
8	26.91	753	24	34.10	812
10	27.42	1572	25	34.61	639
11	27.81	238	26	35.22	295
12	27.93	429	27	35.72	643
13	28.14	312			
14	28.28	434	29	36.38	78
15	28.46	427	30	40.47	257
16	28.72	698			

DENVER TO ORESTOD

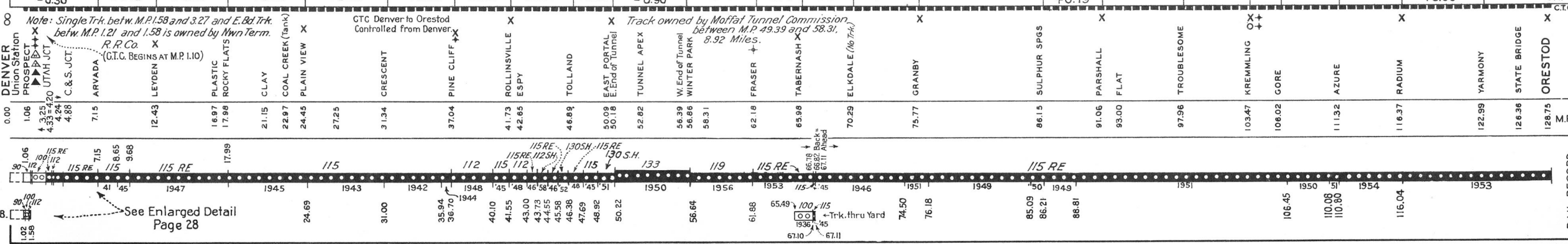
128.56 MILES
RISE 4023 FT. FALL 2538 FT.

Constructed Denver to Orestod via Corona 1903 to 1907 by D.N.W. & P.R.R.
Moffat Tunnel completed and operation begun Feb. 27, 1928.
D&RGW operation begun June 15, 1934.
Merged with D.&R.G.W. R.R. April 11, 1947.
2nd Track-Endo to Lowell constructed in 1937.
2nd Track-Lowell to Ralston constructed in 1940.
Double Track Line Change- Belt Line Jc. to Zuni in 1949.
2nd Track (Cut Off) at Tabernash constructed in 1945.
Block Signals-Denver to Winter Park in 1941.
Block Signals-Kremmling to Orestod in 1943.
CTC-Denver to Orestod in 1945.



TUNNELS WEST OF MOFFAT TUNNEL

No.	M.P.	Lgt.
34	69.09	372'
35	108.64	157'
36	108.79	229'
37	108.98	134'
38	110.05	100'
39	113.49	294'
40	113.79	63'
42	115.78	463'



W. TO DOTSERO PAGE 9
W. TO CRAIG PAGE 6

SOUTH PAGE 1.

See Enlarged Detail Page 28

Constructed Orestod to Steamboat Sprs. 1905 to 1909 by D. N. W. & P. R. R.
 " Steamboat Sprs. to Craig 1913 and 14 " " "
 Merged with D. & R. G. W. R. R. April 11, 1947.

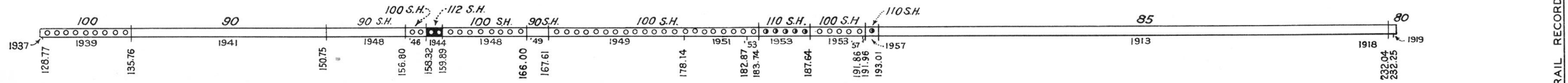
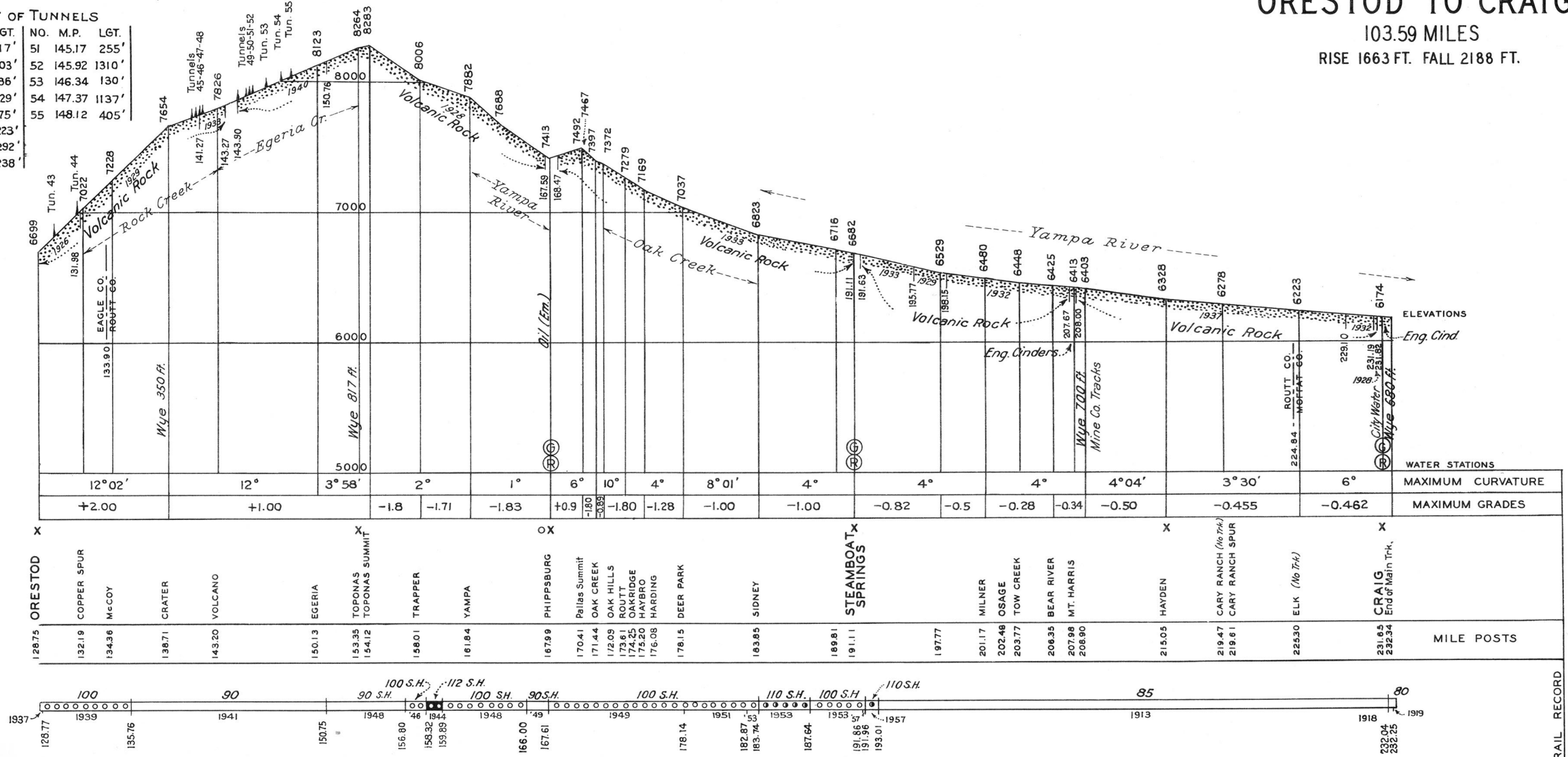
ORESTOD TO CRAIG

103.59 MILES
 RISE 1663 FT. FALL 2188 FT.

← EAST (TO DENVER) PAGE 5
 ← WEST (TO DOTSERO) PAGE 9

LIST OF TUNNELS

NO.	M.P.	LGT.	NO.	M.P.	LGT.
43	130.69	117'	51	145.17	255'
44	131.96	703'	52	145.92	1310'
45	140.51	186'	53	146.34	130'
46	140.78	629'	54	147.37	1137'
47	141.14	175'	55	148.12	405'
48	141.33	223'			
49	144.01	292'			
50	144.72	238'			



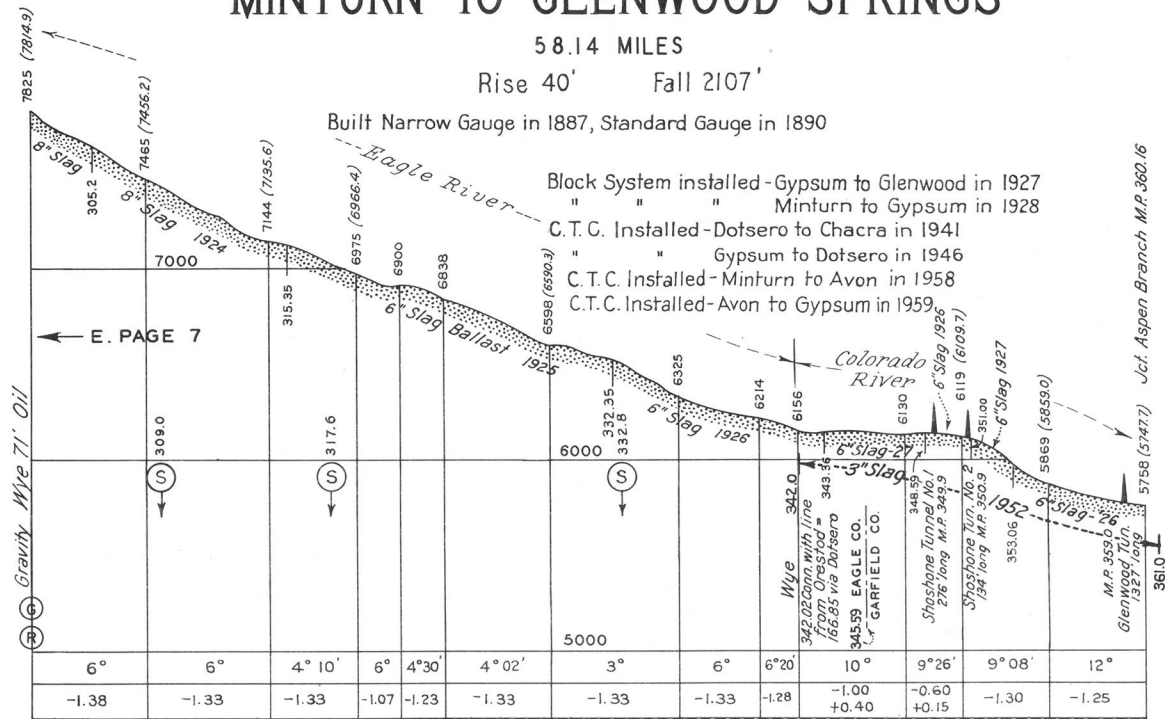
MINTURN TO GLENWOOD SPRINGS

58.14 MILES

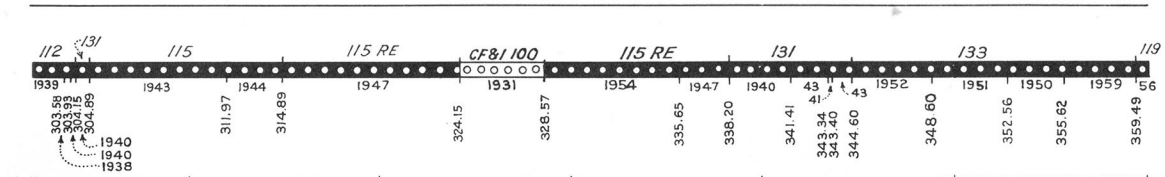
Rise 40' Fall 2107'

Built Narrow Gauge in 1887, Standard Gauge in 1890

Block System installed - Gypsum to Glenwood in 1927
 " " " " Minturn to Gypsum in 1928
 C.T.C. Installed - Dotsero to Chacra in 1941
 " " " " Gypsum to Dotsero in 1946
 C.T.C. Installed - Minturn to Avon in 1958
 C.T.C. Installed - Avon to Gypsum in 1959



6°	6°	4° 10'	6°	4° 30'	4° 02'	3°	6°	6° 20'	10°	9° 26'	9° 08'	12°
-1.38	-1.33	-1.33	-1.07	-1.23	-1.33	-1.33	-1.33	-1.28	-1.00	-0.60	-1.30	-1.25
+1.35	+1.25	+1.25	+1.25	+2.00	+1.40	+2.00	+2.00	+2.00	+2.00	+2.00	+2.00	+2.00

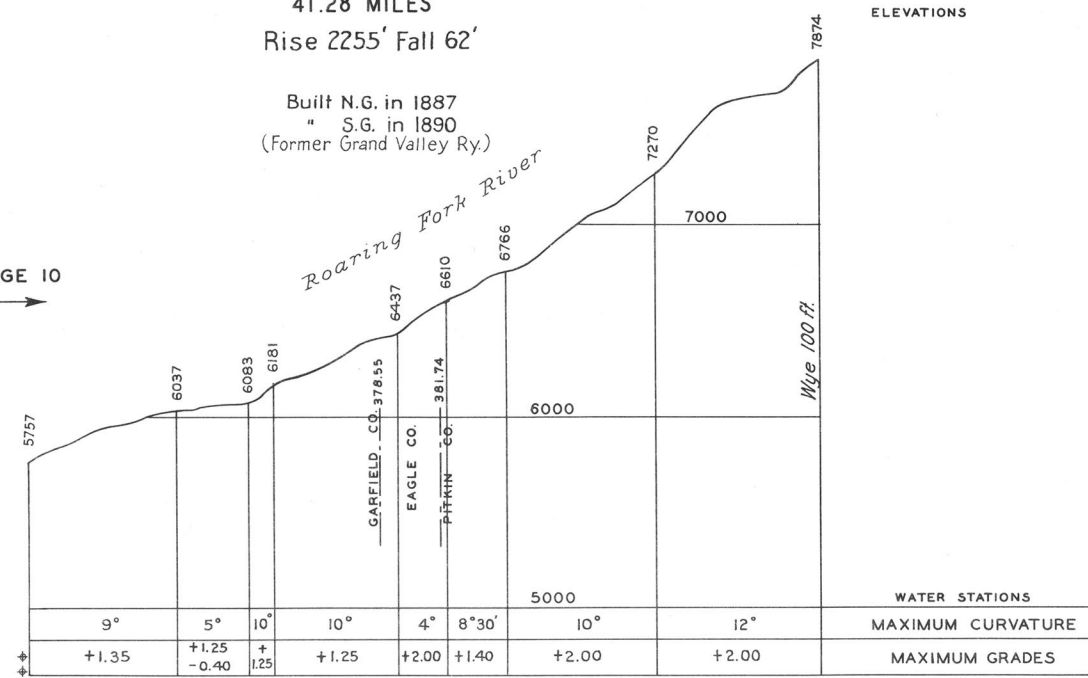


ASPEN BRANCH

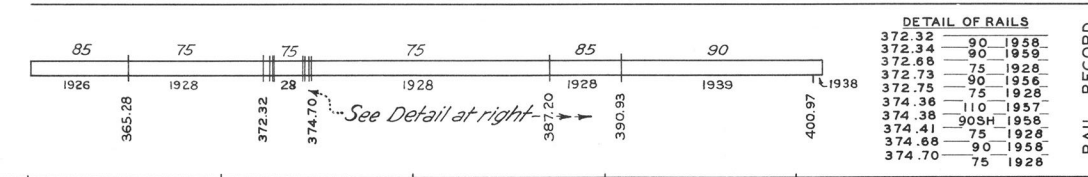
41.28 MILES

Rise 2255' Fall 62'

Built N.G. in 1887
 " S.G. in 1890
 (Former Grand Valley Ry.)



9°	5°	10°	10°	4°	8° 30'	5000	10°	12°
+1.35	+1.25	+1.25	+1.25	+2.00	+1.40	+2.00	+2.00	+2.00



DETAIL OF RAILS

372.32	90	1958
372.34	90	1958
372.68	75	1928
372.73	90	1956
372.75	75	1928
374.36	110	1957
374.38	90SH	1958
374.41	75	1928
374.68	90	1958
374.70	75	1928

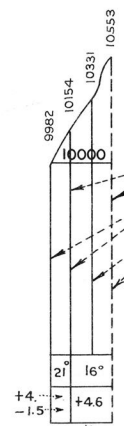
RAIL RECORD

W. PAGE 10

ABS O O O O O
 CTC ■ ■ ■ ■ ■

CALIFORNIA GULCH BRANCH

2.15 MILES
LAKE COUNTY



Built
N.G. in 1880
3 RI in 1890
S.G. in 1902
S.G. in 1914
Track Removed M.P. 276.45
to 277.55 in 1941



E. PAGE 5

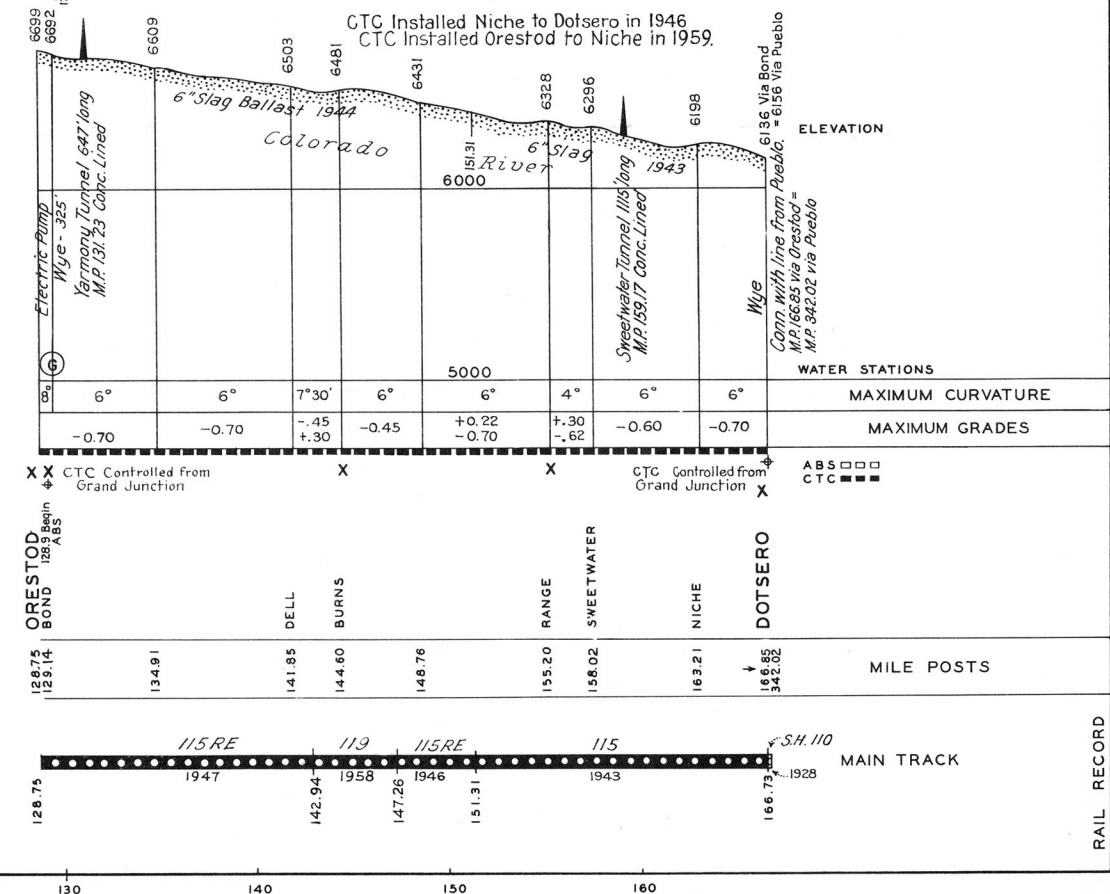
W. PAGE 8
E. PAGE 8 VIA MINTURN

"DOTSERO CUTOFF" ORESTOD TO DOTSERO

38.10 MILES
Rise 28' Fall 591'

Constructed by D. & S. L. W. R. R. Co. in 1933-34.
Construction begun 11-11-1932
Operation begun 6-14-1934.
Leased to D. & R. G. W. R. R. Co. from June 14, 1934 to Apr. 10, 1947.
Block System Installed Orestod to Dotsero in 1941.
Merged with D. & R. G. W. R. R. April 11, 1947

ALL IN EAGLE COUNTY



128.75	134.91	141.85	144.60	148.76	155.20	158.02	163.21	166.85	342.02
139.14								342.02	
1947	1947	1958	1946	1943				1928	

Labels: ORESTOD BOND, DELL, BURNS, RANGE, SWEET WATER, NICHE, DOTSERO

Notes: CTC Controlled from Grand Junction. CTC Controlled from Grand Junction. ABS □ □ □ □, CTC ■ ■ ■ ■

RAIL RECORD

GLENWOOD SPRINGS TO GRAND JUNCTION

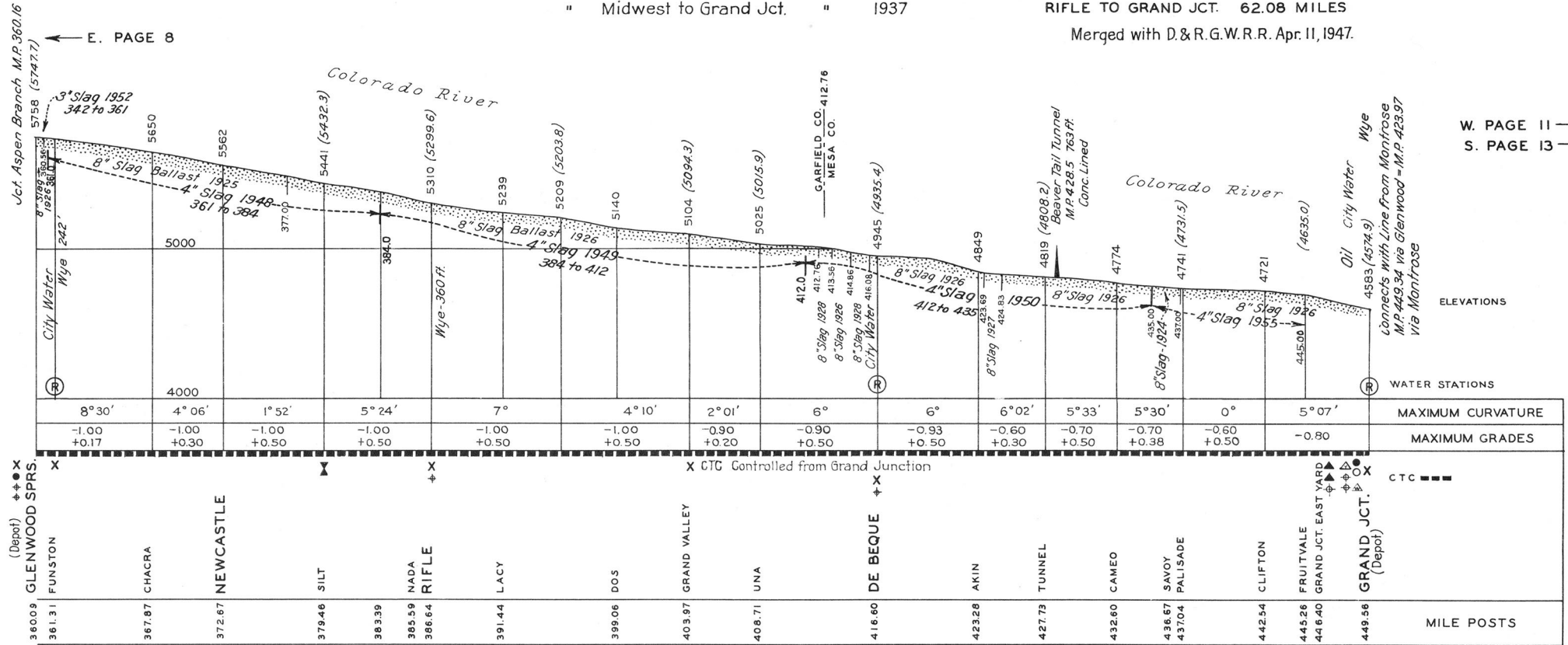
Block Signal System Installed:-
 Glenwood to Palisade in 1927.
 Palisade to Grand Jct. in 1929.

Built N.G. Glenwood to Rifle in 1889.
 " S.G. to Grand Junction in 1890.

C.T.C. Dotsero to Chacra Installed 1941
 " Chacra to Tunnel " 1942
 " Tunnel to Midwest " 1941
 " Midwest to Grand Jct. " 1937

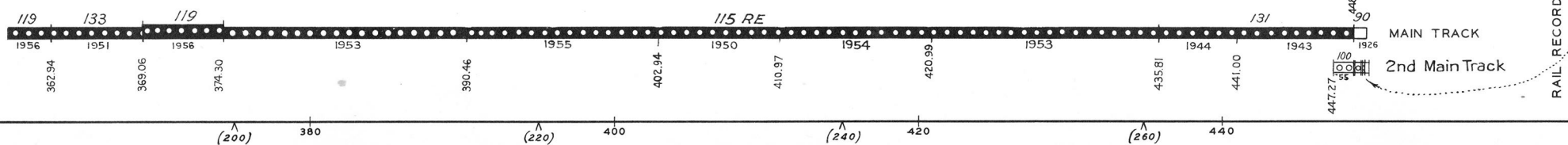
89.47 MILES Rise 315' Fall 1490'

FORMER
 RIO GRANDE JUNCTION RY.
 RIFLE TO GRAND JCT. 62.08 MILES
 Merged with D.&R.G.W.R.R. Apr. 11, 1947.



W. PAGE 11 →
 S. PAGE 13 →

Station Name	Mile Post
(Depot) GLENWOOD SPRS.	360.09
FUNSTON	361.131
CHACRA	367.87
NEWCASTLE	372.67
SILT	379.46
NADA	383.39
RIFLE	386.64
LACY	391.44
DOS	399.06
GRAND VALLEY	403.97
UNA	408.71
DE BEQUE	416.60
AKIN	423.28
TUNNEL	427.73
CAMEO	432.60
SAVOY	436.67
PALISADE	437.04
CLIFTON	442.54
FRUITVALE	445.26
GRAND JCT. EAST YARD	446.40
GRAND JCT. (Depot)	449.56



DETAIL OF RAIL RECORD

447.27	100 - 1955
448.58	115 - 1954
448.66	110 - 1954
449.07	90 - 1936
449.17	110 - 1955
449.31	90 - 1936
449.56	

GRAND JUNCTION TO GREEN RIVER

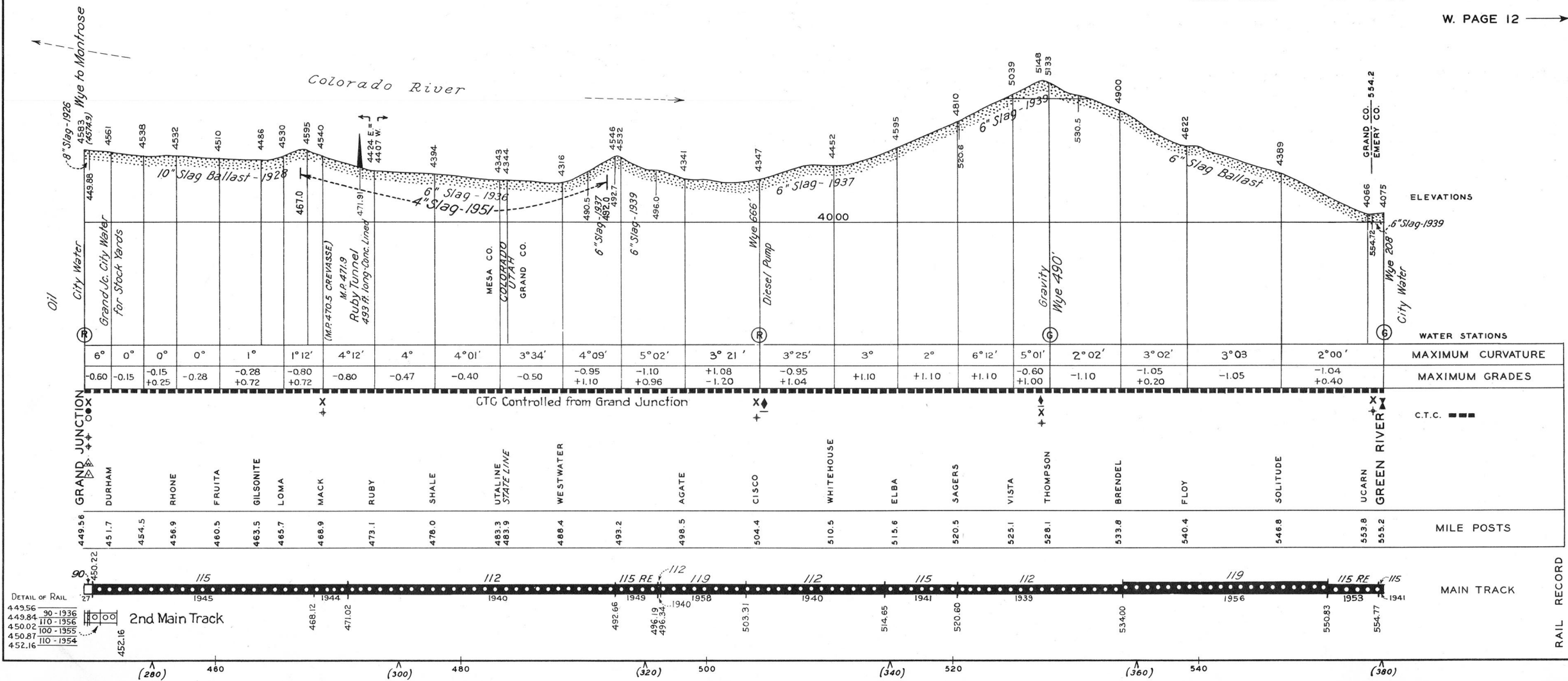
105.64 MILES

Rise 1228' Fall 1736'

W. PAGE 12 →

← S. PAGE 13
← E. PAGE 10

Built Narrow Gauge, Grand Jct. to Crevasse in 1882, Crevasse to Green River via Excelsior in 1881-1883.
" Standard " " " " Green River in 1890. Constructed on New Location Crevasse to Cisco S.G. 1890.
Block Signal System Installed, Grand Jct. to Green River in 1929.
GTC Installed, Agate to Green River in 1943, Grand Jct. to Agate in 1944.



DETAIL OF RAIL

449.56	30-1936
449.84	110-1956
450.02	100-1955
450.87	110-1954
452.16	

2nd Main Track

RAIL RECORD

GREEN RIVER TO HELPER

71.20 MILES

Rise 2200' Fall 445'

Original Line built N.G. in 1881-1883, S.G. in 1890.
 Block Signal System installed Maxwell to Helper in 1928.
 " " " " Green River to Maxwell in 1929.
 C.T.C. System installed Green River to Maxwell in 1943.
 " " " " Maxwell to Helper in 1944.

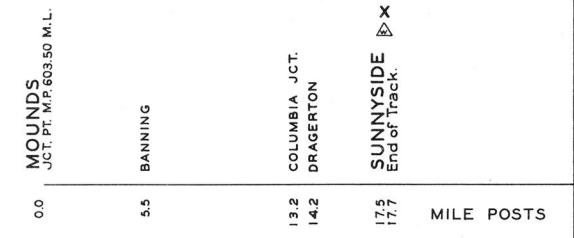
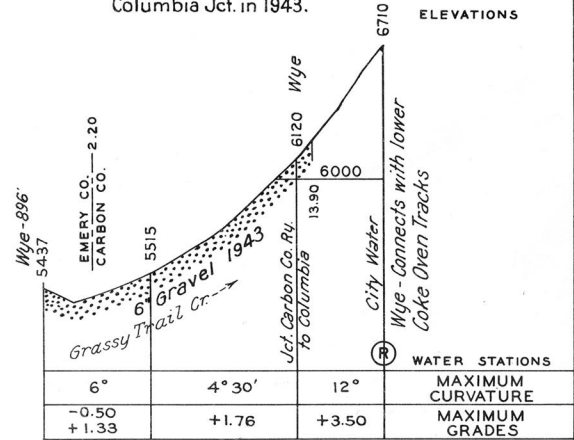
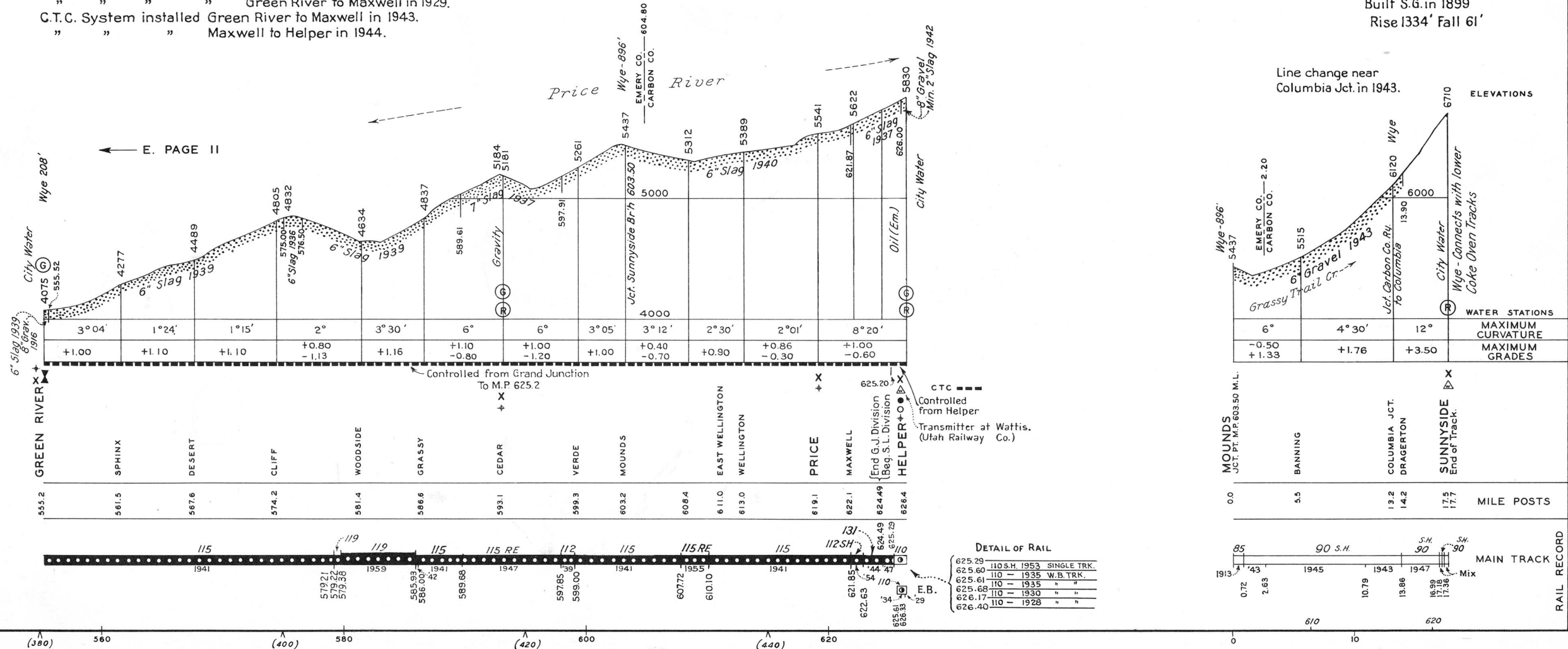
W. PAGE 22 →

SUNNYSIDE BRANCH

17.70 MILES

Built S.G. in 1899
 Rise 1334' Fall 61'

Line change near Columbia Jct. in 1943.



DETAIL OF RAIL

625.29	110 S.H. 1953	SINGLE TRK.
625.60	110 - 1935	W.B. TRK.
625.61	110 - 1935	" "
625.68	110 - 1930	" "
626.17	110 - 1935	" "
626.40	110 - 1928	" "

RAIL RECORD

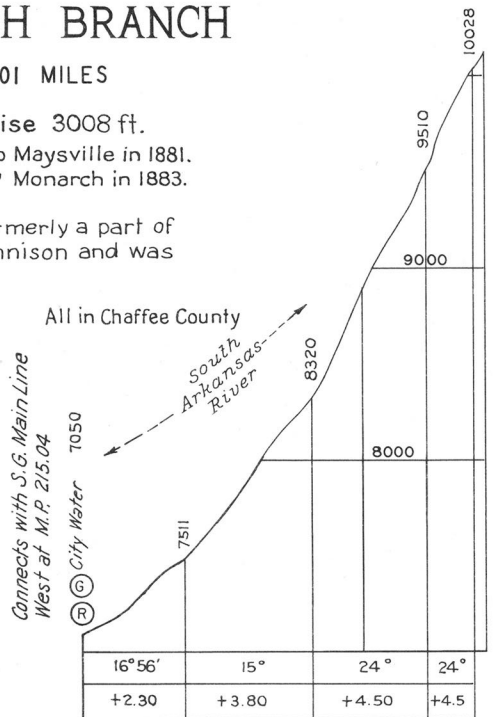
MONARCH BRANCH

21.01 MILES

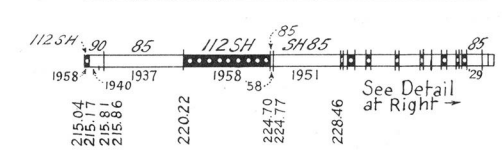
Rise 3008 ft.

Built N.G. to Maysville in 1881.
 " " " Monarch in 1883.

Salida to Poncha Jct. was formerly a part of Main Line from Salida to Gunnison and was built N.G. in 1881.
 S.G. Completed in 1956.



215.04	220.38	224.65	229.63	233.38	236.48	236.72
Junction Point SALIDA (Depot)	PONCHA JCT.	MAYSVILLE		GARFIELD	MONARCH	End of Track



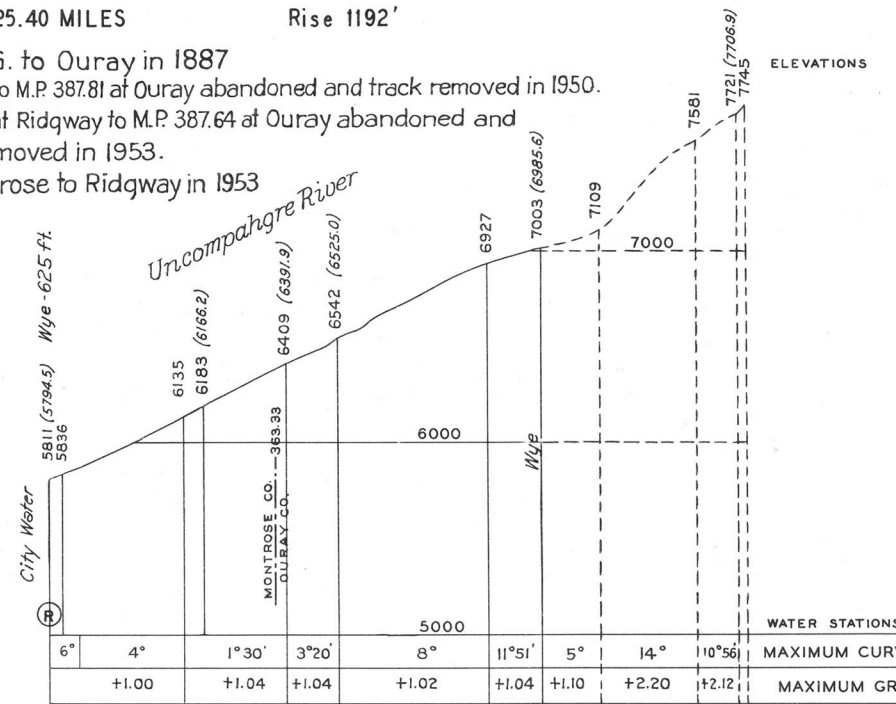
DETAIL OF RAIL

228.46	85	1951
228.64	112	1956
228.79	85	1929
229.11	112	1956
229.58	85	1929
229.79	112	1956
231.42	90	1946
231.46	112	1956
232.39	90	1946
232.45	112	1956
233.14	90	1946
233.40	85	1929
233.63	112	1956
234.24	85	1929
234.28	112	1956
234.56	85	1929
234.81	112	1956
235.66	85	1929
235.69	112	1956
236.22	80	1929
236.37	112	1956
236.58	80	1956
236.72	65	1929

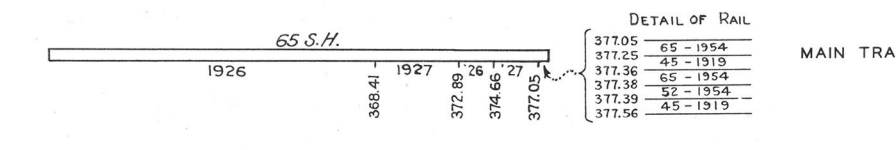
RIDGWAY BRANCH

FORMERLY PART OF OURAY BRANCH
 25.40 MILES Rise 1192'

Built N.G. to Ouray in 1887
 M.P. 387.64 to M.P. 387.81 at Ouray abandoned and track removed in 1950.
 M.P. 377.56 at Ridgway to M.P. 387.64 at Ouray abandoned and track removed in 1953.
 S.G. Montrose to Ridgway in 1953



581.11 (5794.5)	6135	6183 (6166.2)	6409 (6391.9)	6542 (6525.0)	6927	7003 (6985.6)	7109	7581	7721 (7706.9)	7745
City Water			MONTE ROSE CO. - OURAY CO.							
6°	4°	1°30'	3°20'	8°	11°51'	5°	14°	10°56'		
+1.00	+1.04	+1.04	+1.02	+1.04	+1.10	+2.20	+2.12			
5836	5865.3	5895.4	5940.0	5985.0	6074.36	6173.56	6283.6	6552.4	6654.1	6741.64
Montrose Depot	VERNAL	COLONA			RIDGWAY	End of Track				OURAY
End of Montrose Branch										End of Track



DETAIL OF RAIL

371.05	65	1954
371.25	45	1919
371.36	65	1954
371.38	52	1954
371.39	45	1919
371.56		

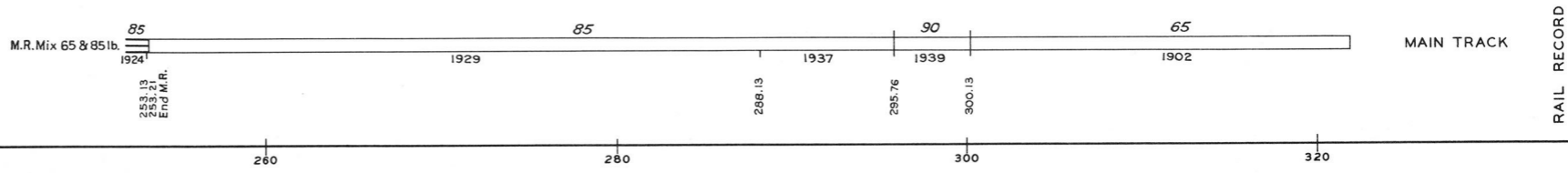
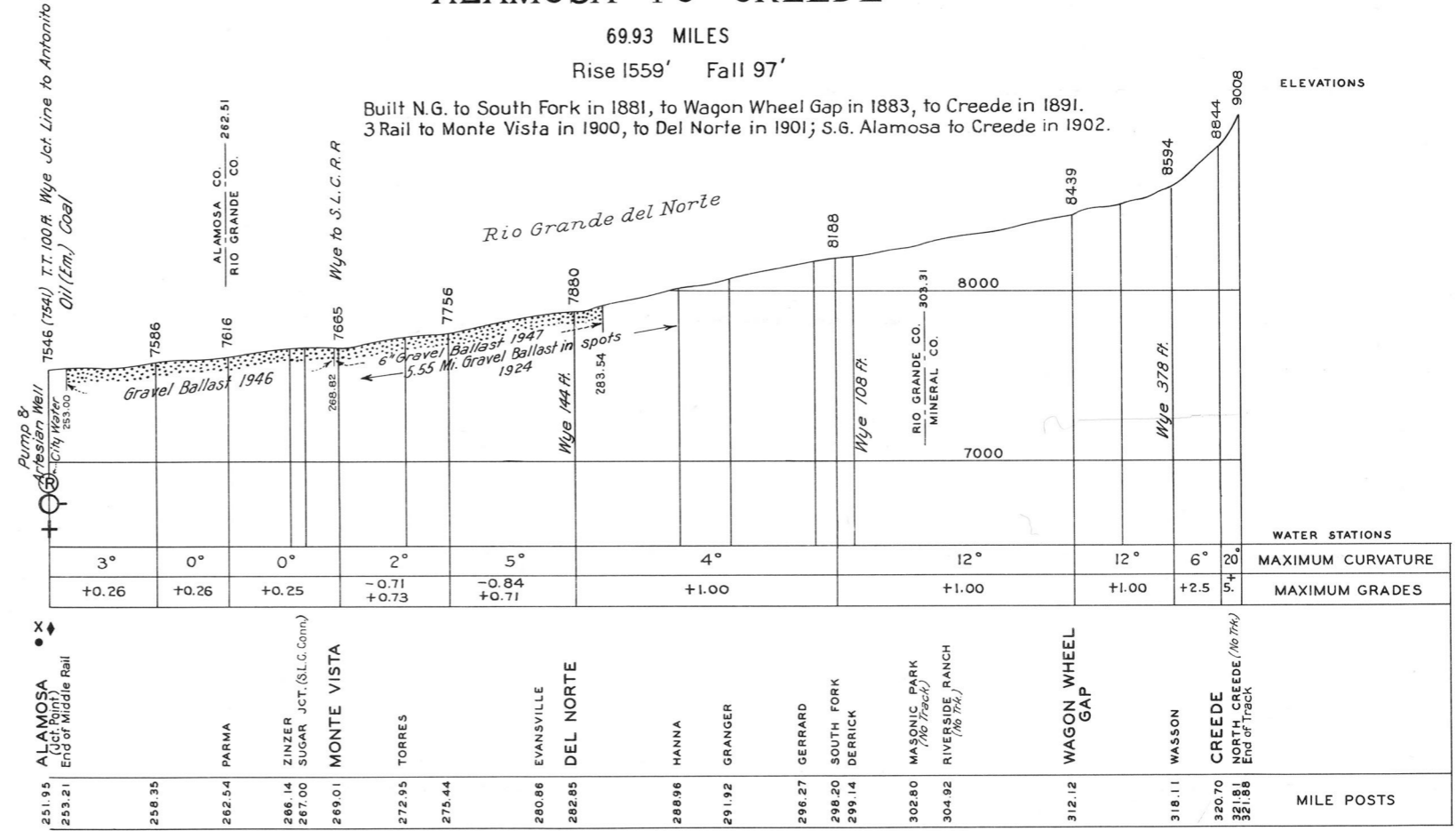
RAIL RECORD

← E. PAGE 17 A
 ← S. PAGE 19
 ← N. PAGE 17

ALAMOSA TO CREEDE

69.93 MILES
 Rise 1559' Fall 97'

Built N.G. to South Fork in 1881, to Wagon Wheel Gap in 1883, to Creede in 1891.
 3 Rail to Monte Vista in 1900, to Del Norte in 1901; S.G. Alamosa to Creede in 1902.



RAIL RECORD

ALAMOSA TO CHAMA

92.41 MILES

Rise 2494' Fall 2177'

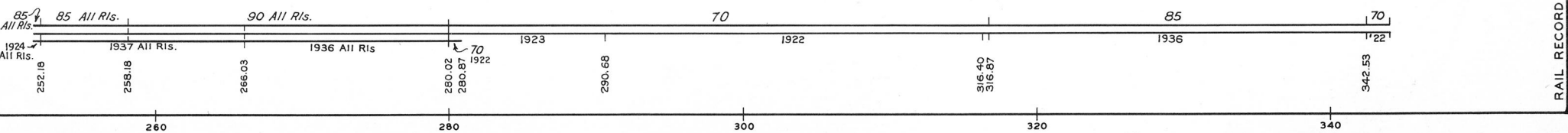
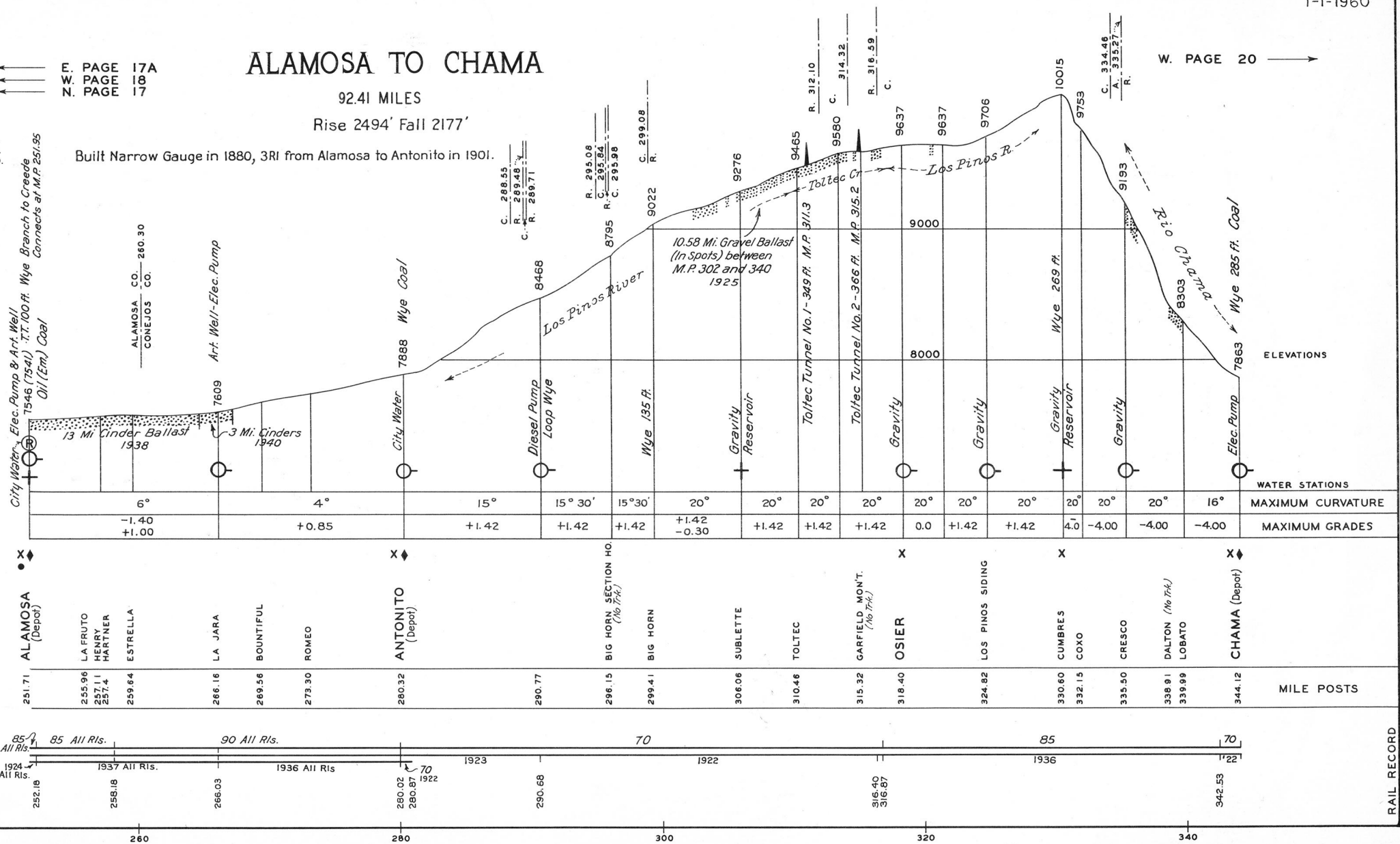
Built Narrow Gauge in 1880, 3RI from Alamosa to Antonito in 1901.

E. PAGE 17A
W. PAGE 18
N. PAGE 17

W. PAGE 20 →

C = CONEJOS COUNTY, COLO.
R = RIO ARRIBA COUNTY, N.M.
A = ARCHULETA COUNTY, COLO.

City Water, Elec. Pump & Art. Well
7546 (1941) - 117.100 ft. Wye Branch to Creede
Oil (Em) Coal



MILE POSTS	STATIONS	WATER STATIONS	MAXIMUM CURVATURE	MAXIMUM GRADES
251.71	ALAMOSA (Depot)	City Water	6°	-1.40 +1.00
255.96	LA FRUTO			
257.11	HENRY			
257.4	HARTNER			
259.64	ESTRELLA			
266.16	LA JARA	Art. Well-Elec. Pump	4°	+0.85
269.56	BOUNTIFUL			
273.30	ROMEO			
280.32	ANTONITO (Depot)	City Water	15°	+1.42
280.77		Diesel Pump Loop Wye	15° 30'	+1.42
296.15	BIG HORN SECTION HO (No Trk)		15° 30'	+1.42
299.41	BIG HORN		20°	+1.42 -0.30
306.06	SUBLETTE	Gravity Reservoir	20°	+1.42
310.46	TOLTEC	Toltec Tunnel No. 1-349 ft. M.P. 311.3	20°	+1.42
315.32	GARFIELD MONT. (No Trk)	Toltec Tunnel No. 2-366 ft. M.P. 315.2	20°	+1.42
318.40	OSIER	Gravity	20°	0.0
324.82	LOS PINOS SIDING	Gravity	20°	+1.42
330.60	CUMBRES	Gravity Reservoir	20°	+1.42
332.15	COXO		20°	4.0
335.50	CRESCO	Gravity	20°	-4.00
338.91	DALTON (No Trk)		20°	-4.00
339.99	LOBATO		20°	-4.00
344.12	CHAMA (Depot)	Elec. Pump	16°	-4.00

ALAMOSA, CO. 260.30
CONEJOS CO.

C. 288.55
R. 289.48
R. 289.71

R. 295.06
R. 8795
R. 295.94
C. 295.98

C. 299.08
R. 9022

R. 312.10
C. 314.32

R. 316.59
C.

C. 334.46
A. 335.27
R.

ELEVATIONS

WATER STATIONS

MILE POSTS

RAIL RECORD

E. PAGE 19

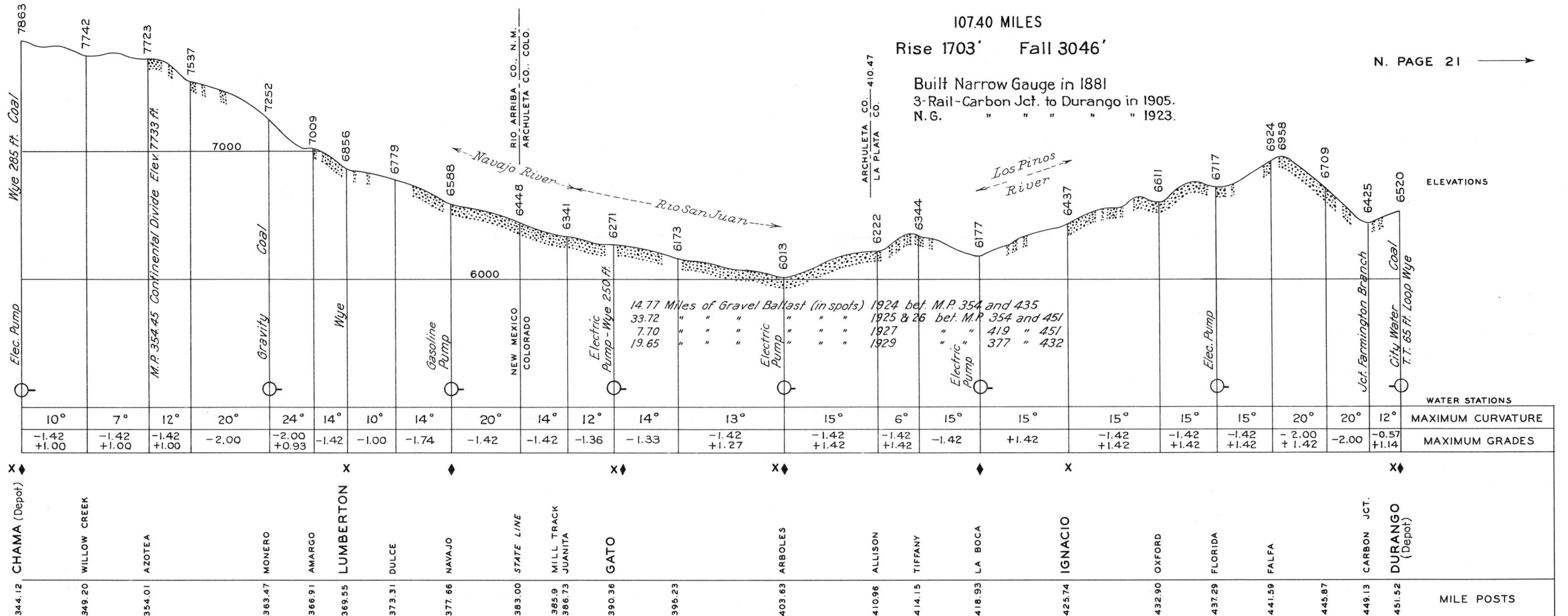
CHAMA TO DURANGO

107.40 MILES

Rise 1703' Fall 3046'

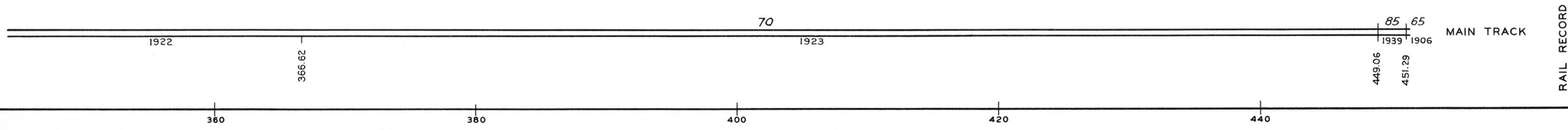
Built Narrow Gauge in 1881
 3-Rail-Carbon Jct. to Durango in 1905.
 N.G. " " " " " 1923.

N. PAGE 21



14.77 Miles of Gravel Ballast (in spots)
 1924 bef. M.P. 354 and 435
 33.72 " " " " " 1925 & 26 bef. M.P. 354 and 451
 7.70 " " " " " 1927 " " " 419 " 451
 19.65 " " " " " 1929 " " " 377 " 432

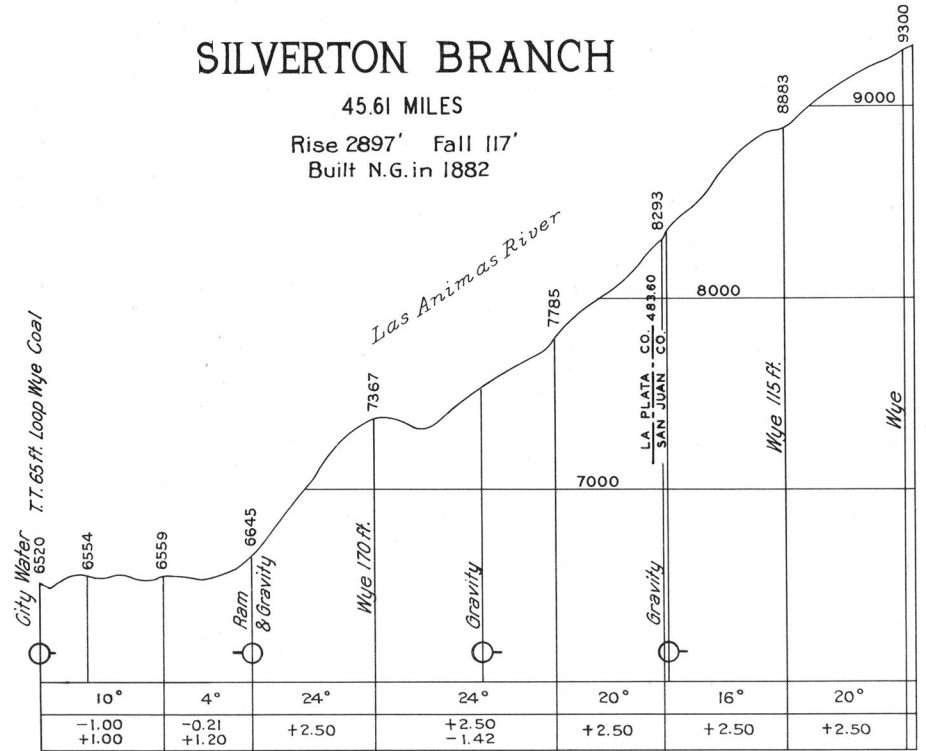
Station	Mile Post	Elevation (ft)	Maximum Grade	Maximum Curvature
CHAMA (Depot)	344.12	7863	-1.42	10°
WILLOW CREEK	349.20	7742	+1.00	7°
AZOTEA	354.01	7723	-1.42	12°
MONERO	363.47	7537	-2.00	20°
AMARGO	366.91	7009	+0.93	24°
LUMBERTON	369.55	6856	-1.42	14°
DULCE	373.31	6779	-1.00	10°
NAVAJO	377.66	6588	-1.74	14°
STATE LINE	383.00	6000	-1.42	20°
MILL TRACK JUANITA	385.9	6341	-1.42	14°
GATO	390.36	6271	-1.36	12°
ARBOLES	396.23	6173	-1.33	14°
ALLISON	410.96	6013	-1.42	13°
TIFFANY	414.15	6344	+1.42	15°
LA BOCA	416.93	6177	-1.42	6°
IGNACIO	425.74	6437	-1.42	15°
OXFORD	432.90	6611	+1.42	15°
FLORIDA	437.29	6717	-1.42	15°
FALFA	441.59	6924	-2.00	20°
CARBON JCT.	449.13	6709	+1.42	20°
DURANGO (Depot)	451.52	6425	-0.57	12°
	451.29	6520	+1.14	



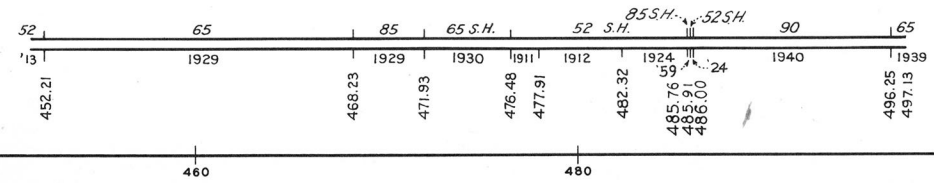
RAIL RECORD

SILVERTON BRANCH

45.61 MILES
Rise 2897' Fall 117'
Built N.G. in 1882

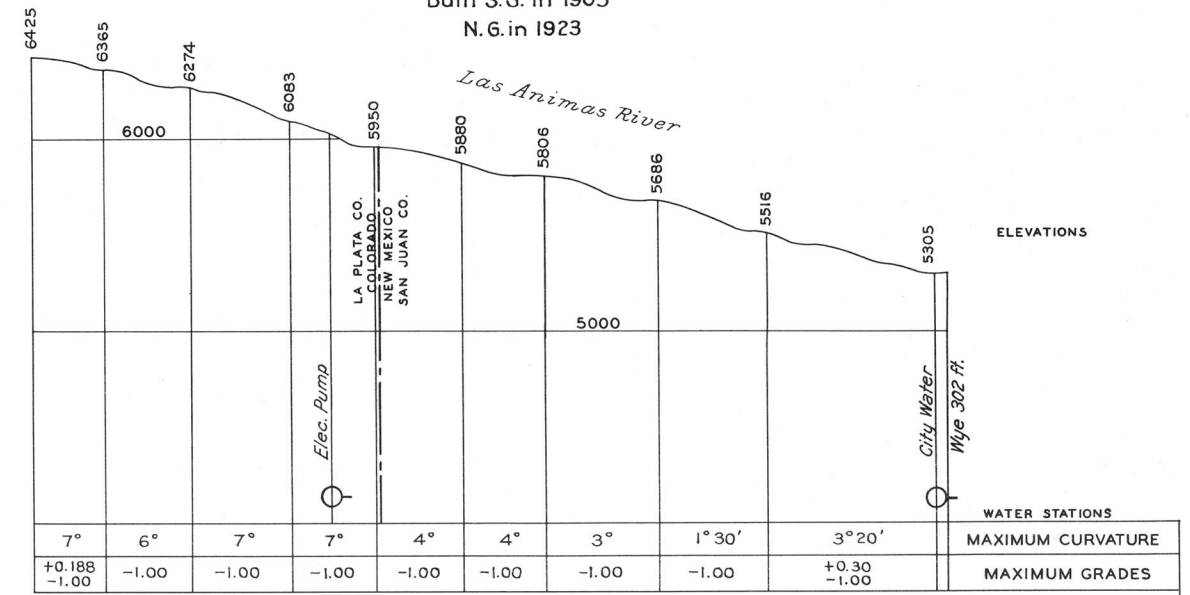


DURANGO	ANIMAS CITY (No Trk)	TRIMBLE (No Trk)	HERMOSA	ROCKWOOD	TACOMA	CASCADE TANK (No Trk)	CASCADE (No Trk)	HUNT (No Trk)	NEEDLETON WATER TANK (No Trk)	ELK PARK	SILVERTON End of Track
451.52	453.95	457.86	460.69	462.52	469.09	472.18	474.61	478.44	482.60	484.00	484.29

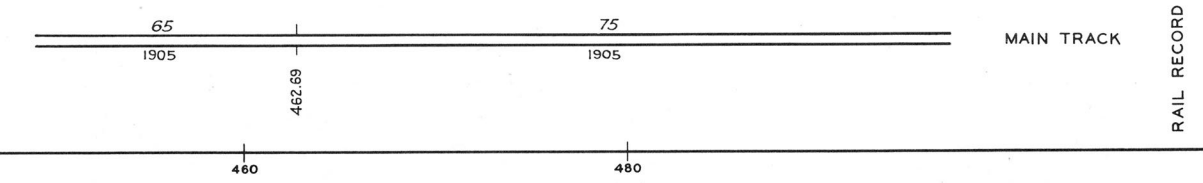


FARMINGTON BRANCH

47.68 MILES
Rise 8' Fall 1128'
Built S.G. in 1905
N.G. in 1923



CARBON JCT.	POSTA	BONDAD	WATER TANK (No Trk)	COLMEY (No Trk) STATE LINE	CEDAR HILL	INCA (ROSLING RD.)	AZTEC	FLORA VISTA	SAN JUAN	NAYLOR	FARMINGTON End of Track
449.13	457.38	462.58	464.70	487.04	471.58	475.86	481.80	487.45	493.43	495.27	496.20



RAIL RECORD

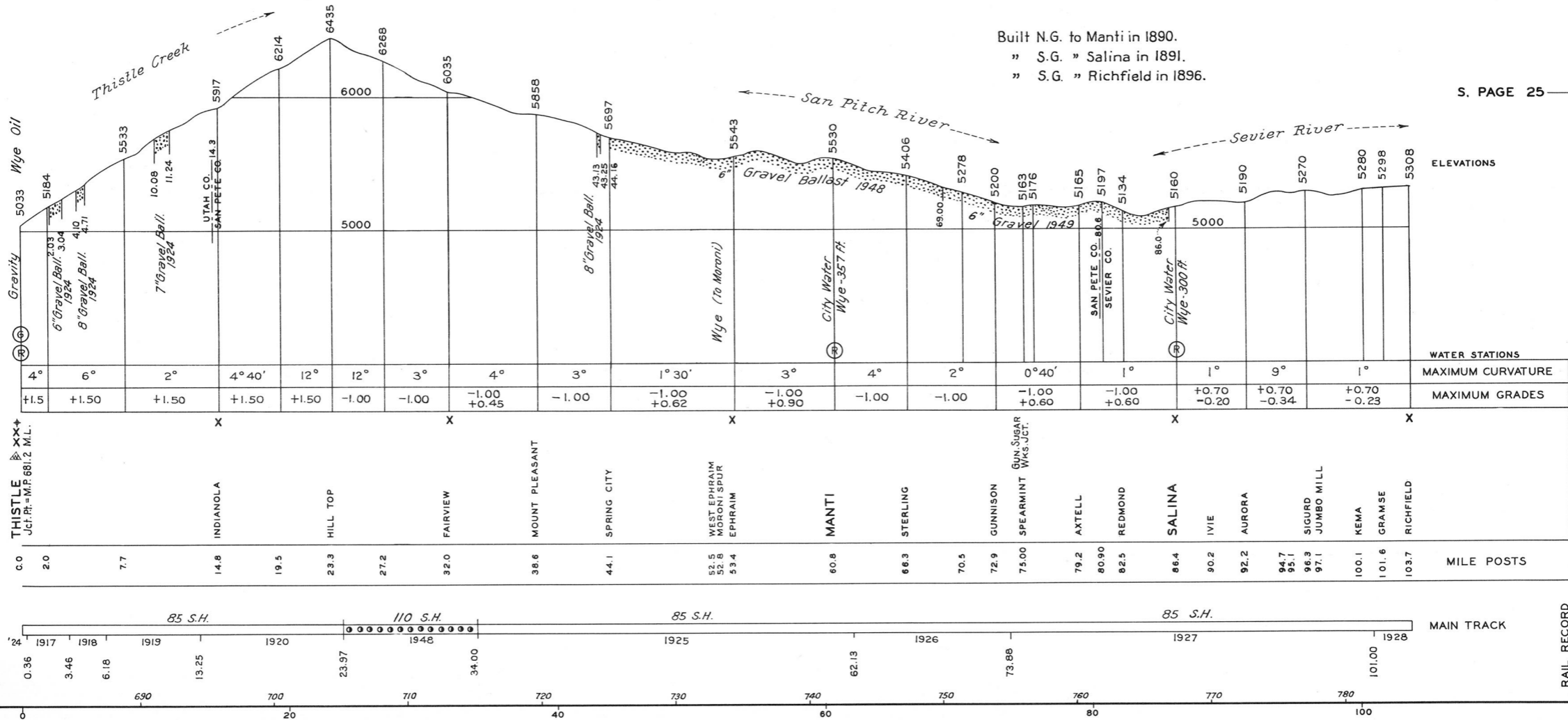
E. & W. PAGE 22

A Portion of MARYSVALE BRANCH Thistle to Richfield

103.7 MILES

Built N.G. to Manti in 1890.
" S.G. " Salina in 1891.
" S.G. " Richfield in 1896.

S. PAGE 25



RAIL RECORD

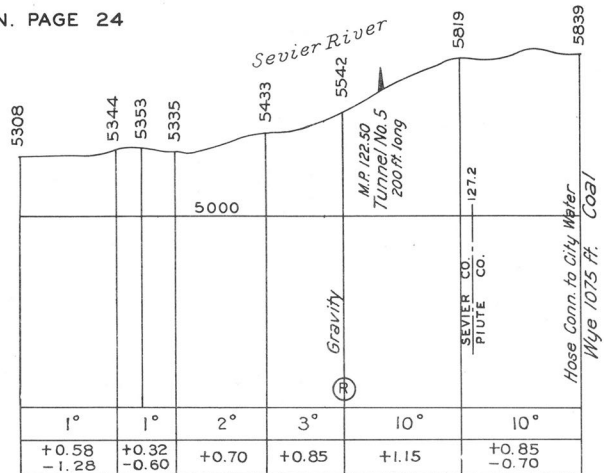
A Portion of MARYSVALE BRANCH

Richfield to Marysville

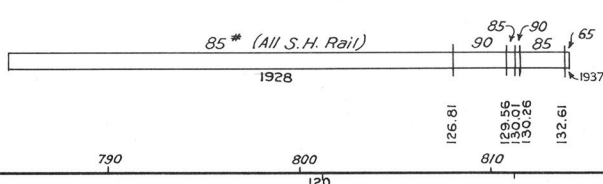
29.11 MILES

Built S.G. to M.P. 123.49 in 1896.
" " " Marysville in 1900.

← N. PAGE 24



Station	Mile Post
RICHFIELD	103.7
SILVER	107.4
CENTRAL	108.7
NIBLEY	110.0
ELSINORE	111.7
JOSEPH	116.5
SEVIER	120.6
MARYSVALE	132.2
End of Track	132.81

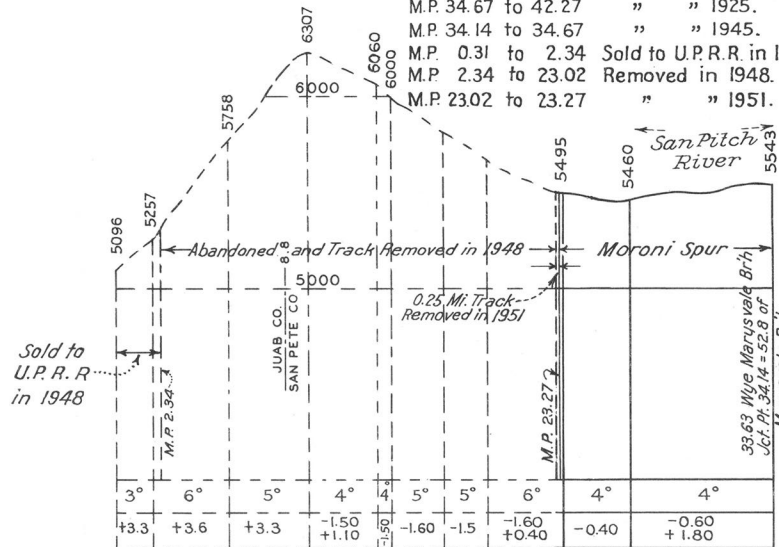


MORONI SPUR

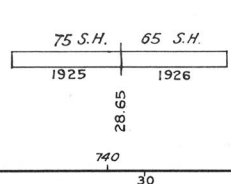
FORMERLY SAN PETE VALLEY BRANCH

10.87 MILES

Purchased in 1908.
 M.P. 42.27 to 47.73 Removed in 1917 and 18.
 M.P. 34.67 to 42.27 " " 1925.
 M.P. 34.14 to 34.67 " " 1945.
 M.P. 0.31 to 2.34 Sold to U.P.R.R. in 1948.
 M.P. 2.34 to 23.02 Removed in 1948.
 M.P. 23.02 to 23.27 " " 1951.



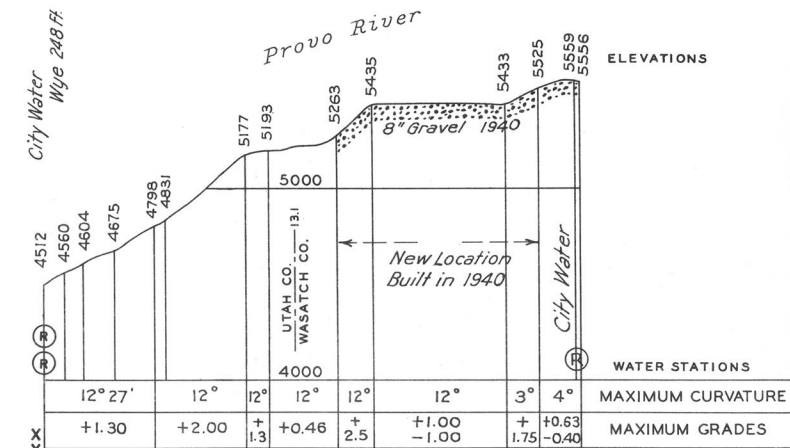
Station	Mile Post
NEPHI	0.00
GYPSUM-WELL	1.00
NEBO-JET	5.00
PHIDE	10.00
FOUNTAIN-GREEN	14.30
GEDAR-CLIFFS	17.00
FREEDOM	20.00
End of Track MORONI	23.27
	23.38
	26.75
MORONI SPUR	34.14
EPHRAIM	34.14



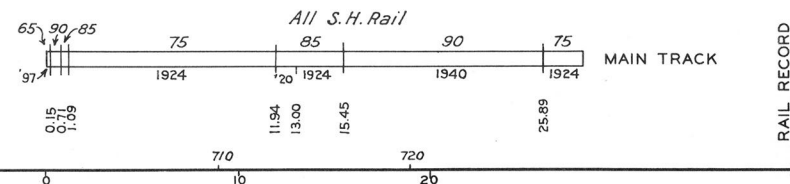
PROVO CANYON BRANCH

28.05 MILES

Built S.G. in 1899.
 Upper 15 Miles purchased in 1900 from Utah Eastern Ry. Co.



Station	Mile Post
PROVO	0.00
SMOOT	1.10
PROVO BRICK WORKS	2.14
HALE OLMSTEAD	5.85
UPPER FALLS	10.62
Beq. New Line	15.45
WALLSBURG	17.18
CHARLESTON	24.18
End New Line	25.89
HEBER	27.76
End of Track	28.05

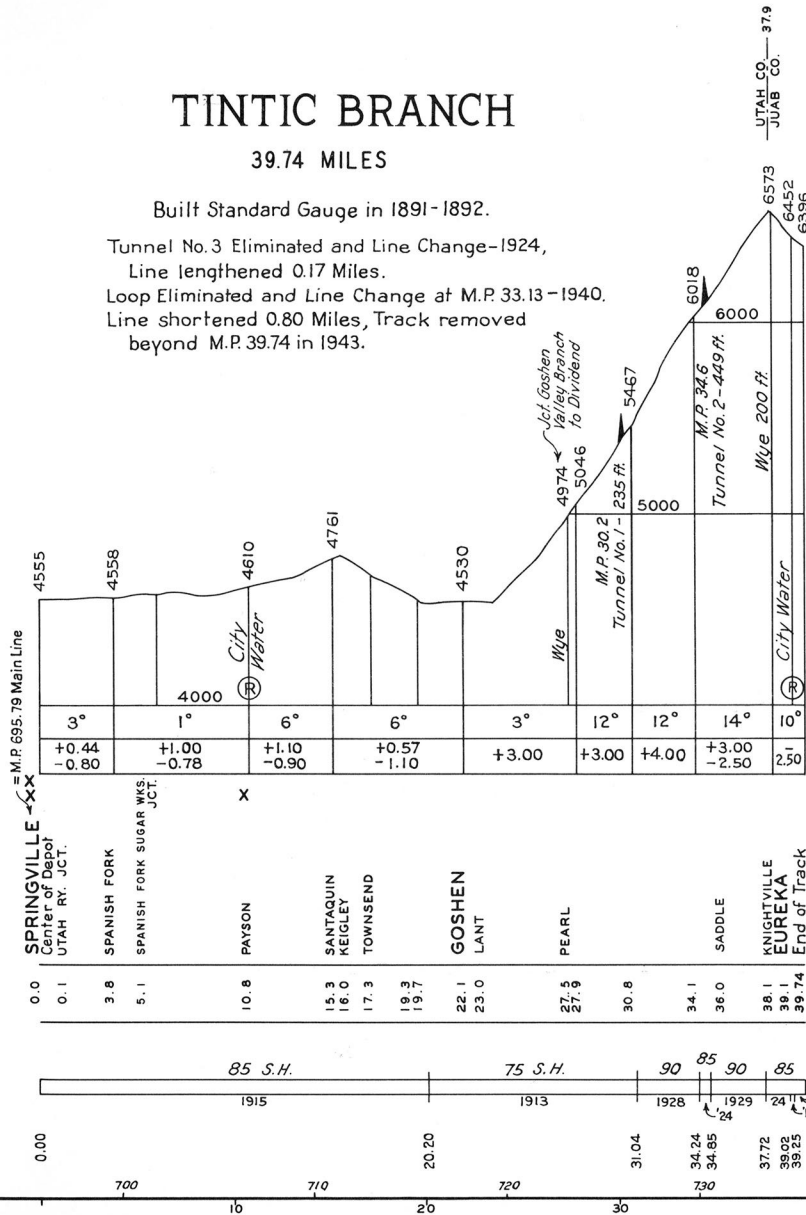


TINTIC BRANCH

39.74 MILES

Built Standard Gauge in 1891-1892.

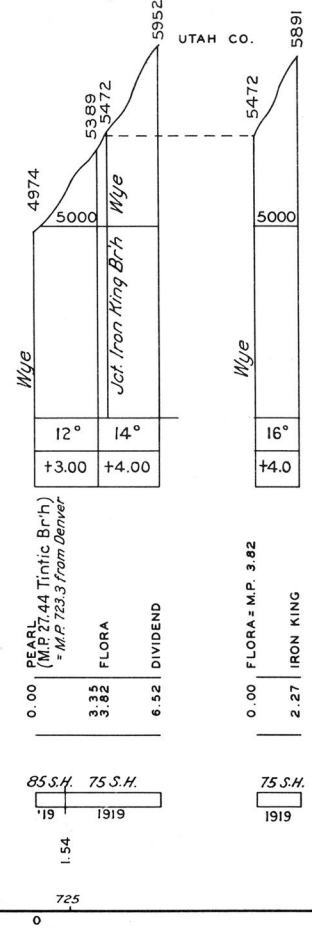
Tunnel No. 3 Eliminated and Line Change-1924,
Line lengthened 0.17 Miles.
Loop Eliminated and Line Change at M.P. 33.13-1940.
Line shortened 0.80 Miles, Track removed
beyond M.P. 39.74 in 1943.



GOSHEN VALLEY BRANCH

6.52 MILES 2.27 MILES

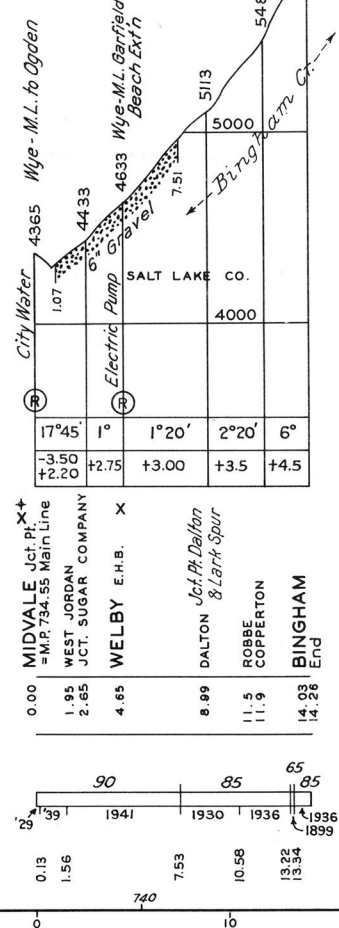
Built S.G. in 1919
Capital Stock acquired by D.&R.G.W.
June 1, 1927.
Merged with D.&R.G.W. R.R. Apr. 11, 1947.



BINGHAM BRANCH

14.26 MILES

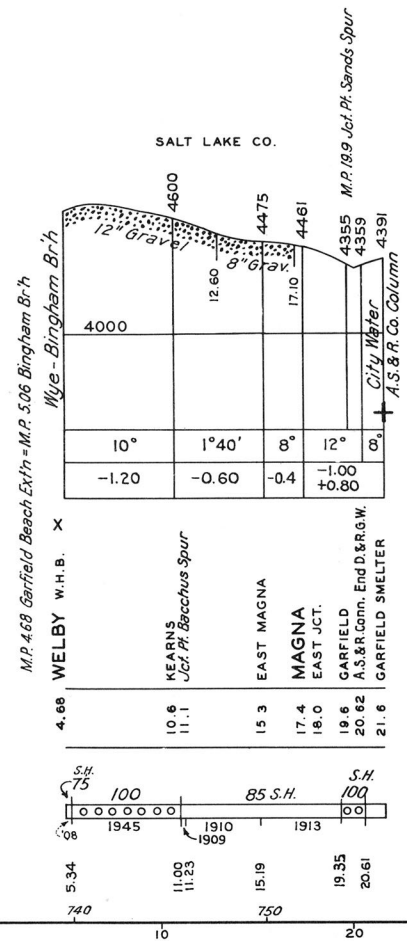
Built N.G. by Bingham Canon
& Camp Floyd R.R. in 1873.
Purchased by R.G.W. in 1881.
S.G. in 1890.



GARFIELD BEACH EXTENSION

15.94 MILES

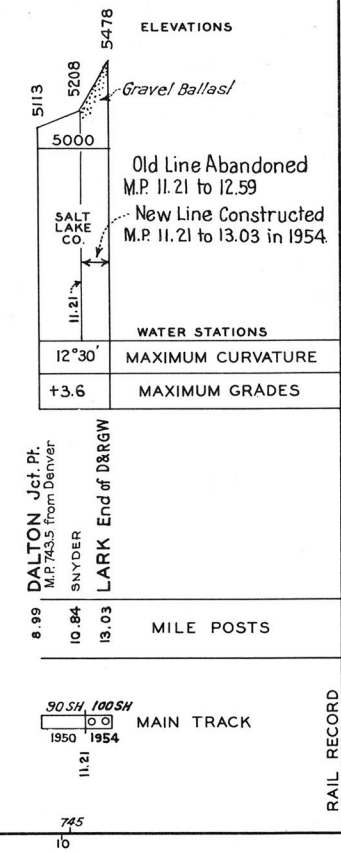
Built 1905



DALTON & LARK SPUR

4.04 MILES

Built S.G. in 1901.
Purchased in 1903.



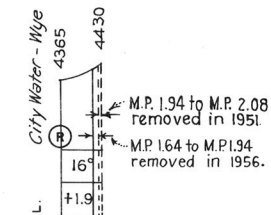
RAIL RECORD

LITTLE COTTONWOOD BRANCH

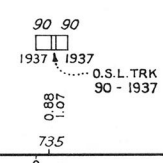
1.64 MILES

Purchased N.G. in 1883
 S.G. to Sandy in 1890, to Wasatch in 1913.
 Track beyond M.P. 2.08 removed in 1943.
 Track abandoned Sand Pit to Wasatch 1934.
 " " Sandy to Sand Pit 1943.
 Track from 1.94 to 2.08 (0.14 MIs) removed in 1951.
 " " 1.64 to 1.94 " " 1956.

SALT LAKE COUNTY



JCT. PT. = M.P. 734.38 M.L.
 MIDVALE
 STATE STREET
 End of Track

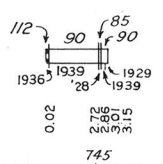
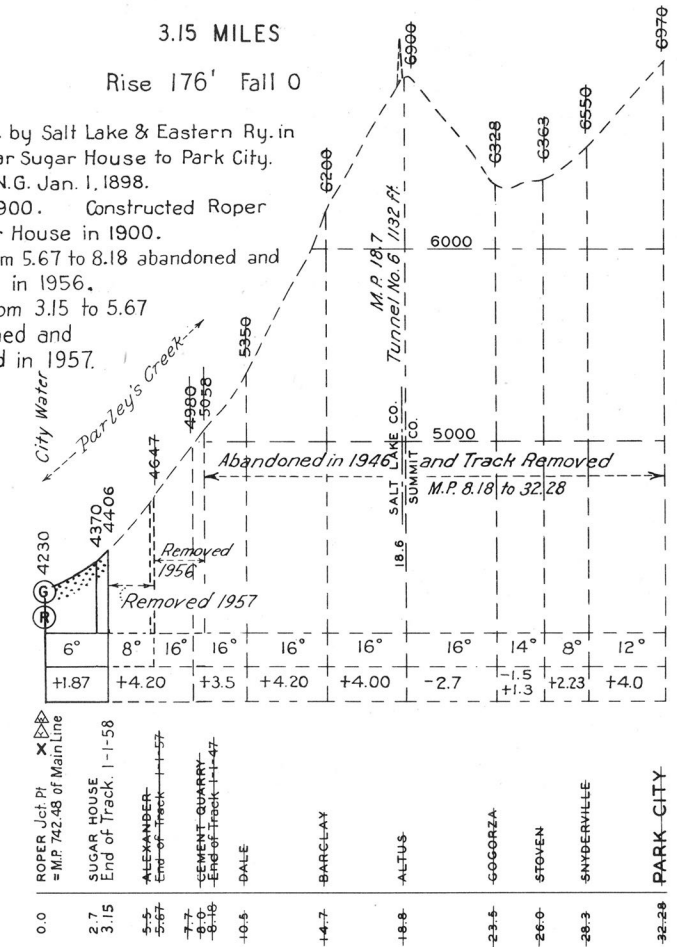


SUGAR HOUSE SPUR

FORMERLY PARK CITY BRANCH

3.15 MILES
 Rise 176' Fall 0

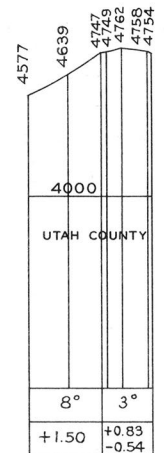
Built N.G. by Salt Lake & Eastern Ry. in 1889, near Sugar House to Park City.
 Leased N.G. Jan. 1, 1898.
 S.G. in 1900. Constructed Roper to Sugar House in 1900.
 Track from 5.67 to 8.18 abandoned and removed in 1956.
 Track from 3.15 to 5.67 abandoned and removed in 1957.



OREM BRANCH

6.43 MILES

Purchased from S.L. & U.R.R. in 1946



PROVO JCT. 702.1 M.L.
 LAKEVIEW
 CURTIS
 SINGOLN
 SNOW
 OREM (Depot)
 End of Track

Mixed-60-65-75-85

0.0	2.0	3.9	4.9	6.2	6.43
PROVO JCT.	LAKEVIEW	CURTIS	SINGOLN	SNOW	OREM (Depot)
MILE POSTS					
MAIN TRACK					

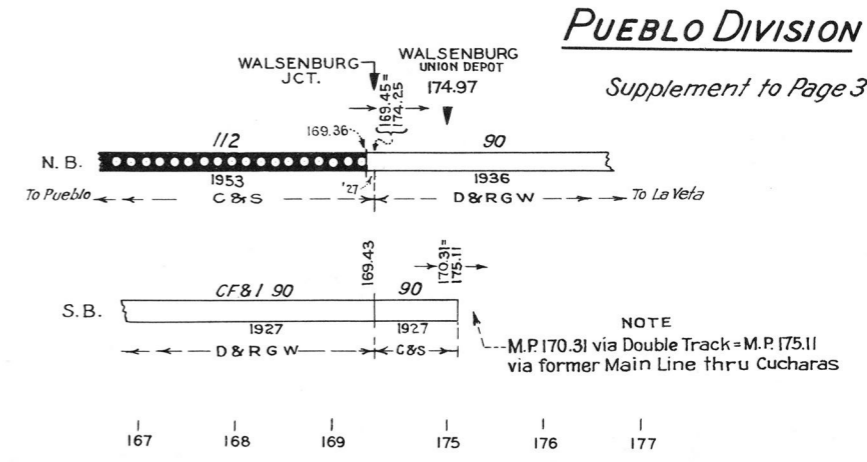
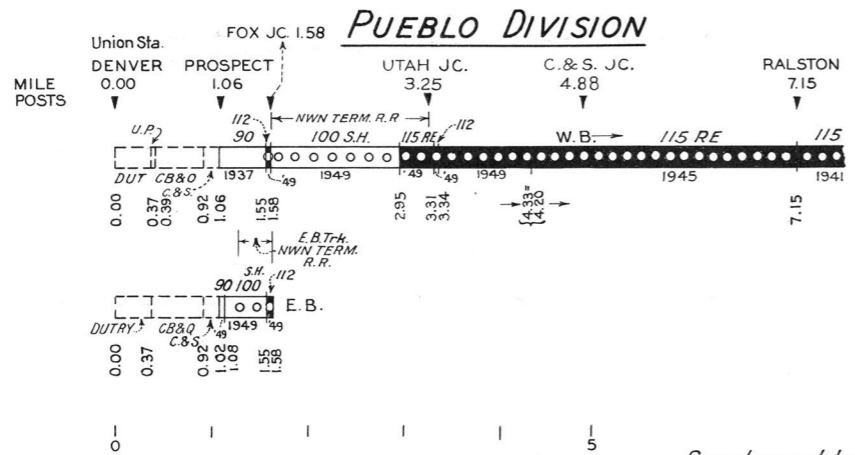
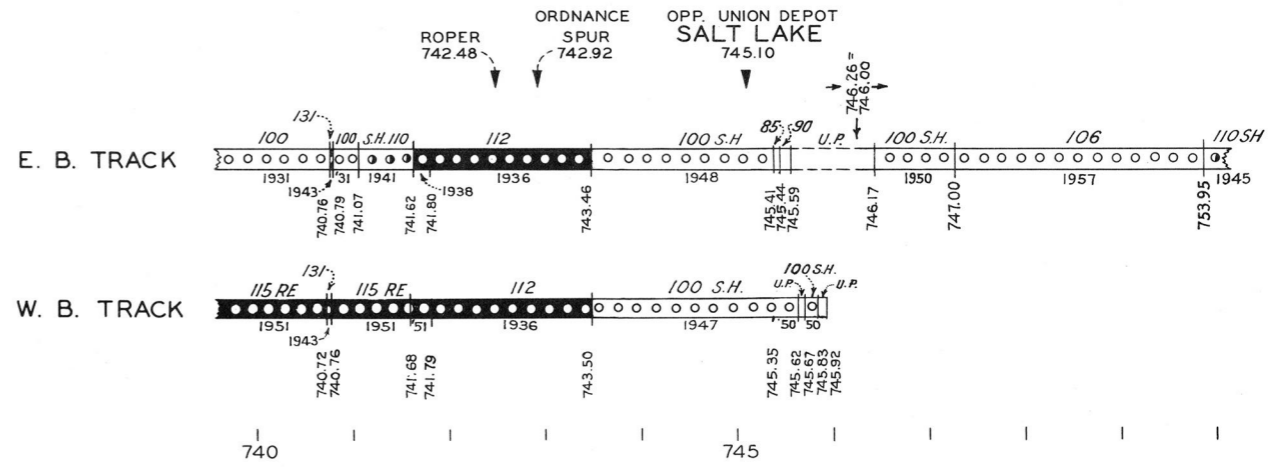
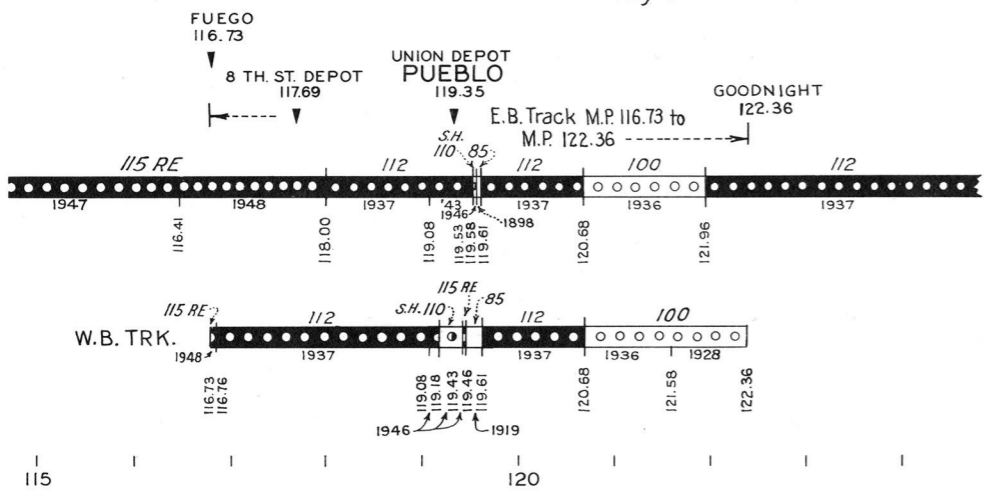
PUEBLO DIVISION

ENLARGED DETAIL OF RAIL RECORD

SALT LAKE DIVISION

Supplement to Pages 1 & 2.

Supplement to Page 23



Single Track between M.P. 1.58 and 3.27 and E. B. Track between M.P. 1.21 and 1.58 is owned by Nwn Term. R.R. Co.

Supplement to Page 5

LINES ABANDONED

	LINE	STATE	FROM	TO	MILES OF MAIN TRACK	YEAR BUILT	DATE OF LAST OPERATION	TRACKS REMOVED	REMARKS
1	LEHIGH BRANCH	COLORADO	LEHIGH JCT.	LEHIGH COAL MINE	4.50	1883	ABOUT 1890	1890	Off Main Line near Louviers.
2	GRAPE CREEK BRANCH	"	GRAPE CREEK JCT.	WESTCLIFFE	31.20	1881		1890	" " " " Canon City. Washed out 1889
3	DOUGLAS QUARRY SPUR	"	DOUGLAS	MADGE QUARRY	2.55	1881		1902	
4	CHAMA LUMBER SPUR	NEW MEXICO	CHAMA (BIGGS JCT.)	TIERRA AMARILLA	14.72	1888 & 1896		1902	3.16 Miles Const'd in 1888, 11.56 Miles in 1896.
5	OLD ROUSE BRANCH	COLORADO	OLD ROUSE JCT.	OLD ROUSE MINES	1.17	1888		1904	
6	ABERDEEN BRANCH	"	ABERDEEN JCT.	ABERDEEN QUARRY	4.47	1889	ABOUT 1903	1904	Near Gunnison. Granite for State Capitol Bldg.
7	OAK CREEK BRANCH	"	OAK CREEK JCT.	OAK CREEK	2.63	1881		1905	Near Florence.
8	JENNINGS & POTTER'S QUARRY BRANCH	UTAH	JENNINGS JCT.	QUARRIES	4.97		1907	1917	Near Kyune.
9	O BRIEN'S QUARRY SPUR	COLORADO	HATHAWAY	O'BRIEN'S QUARRY	1.39	1880	1905	1917	Near Castle Rock.
10	CALUMET BRANCH	"	HECLA JCT.	CALUMET	7.13	1881	1908	1923	Near Brown Canon.
11	CASTLE ROCK BRANCH	"	CASTLE ROCK	HATHAWAY	2.87	1880	1913	1924	
12	COAL CREEK BRANCH	"	FLORENCE	COAL CREEK MINE NO. 2	3.19	1872	1913	1924	
13	GRANEROS BRANCH	"	CAPERS (M.P. 143.85)	GRANEROS (M.P. 151.75)	2.80	1876	1924	1924	Part of former Main Line.
14	" "	"	LASCAR	LARIMER	4.18	1876	1924	1924	" " " " "
15	BLUE RIVER BRANCH	"	LEADVILLE (M.L. JCT.)	LEADVILLE (N. End of Yard)	0.60	1881	ABOUT 1924	1924	
16	" " "	"	LEADVILLE	DILLON	35.68	1881-1882	1909	1924	
17	COPPER BELT BRANCH	UTAH	BINGHAM (Copper Belt Jc.)	MONTANA-BINGHAM	1.91	1901-1902		1924	
18	COPPER BELT-CARR FORK BRANCH	"	YAMPA MINE CONN.	YAMPA MINE	1.11	1903	ABOUT 1916	1924	
19	MORRISON BRANCH	"	EPHRAIM	MORRISON	13.74	—	1914	1925	Purchased in 1907.
20	PART OF OLD MAIN LINE	COLORADO	SONORA	GRANEROS (Near)	17.91	1876	1924	1925	
21	SONORA BRANCH	"	MINNEQUA (Sonora Jct.)	SONORA (End of Old Main Line)	4.71	1876		1925	
22	LAKE PARK BRANCH	UTAH	LAKE PARK JCT.	LAKE PARK	2.70		1907	1925	Near Farmington, Utah.
23	RIO GRANDE & SOUTHWESTERN R. R.	NEW MEXICO	LUMBERTON	EL VADO	33.16	1903		1928	
24	" " " " " "	" "	EL VADO	GALLINAS	7.18	1918		1928	
25	RUBY-ANTHRACITE BRANCH	COLORADO	CRESTED BUTTE	FLORESTA	10.71	1893	1929	1929	
26	CRESTONE BRANCH	"	MOFFAT (M.P. 262.26)	COTTONWOOD (M.P. 273.70)	11.44	1901	1913	1929	
27	ENGLEVILLE BRANCH	"	ENGLEVILLE JCT.	ENGLEVILLE	6.40	1877	1913	1930	
28	PART OF OLD MAIN LINE	"	LASCAR	CUCHARA	13.30	1876		1932	
29	LA MADERA BRANCH	NEW MEXICO	TAOS JCT.	LA MADERA	16.43	1914	1932	1932	McPhee & McGinnity Lumber Co.
30	WINTER QUARTERS SPUR	UTAH	SCOFIELD	WINTER QUARTERS	2.20	1890		1933	
31	LAKE CITY BRANCH	COLORADO	SAPINERO	LAKE CITY	35.81	1889	1932	ABOUT 1936	
32	PITKIN BRANCH (C. & S. Ry.)	"	PARLIN	QUARTZ	17.90	1882	1931	1934	{ Built by predecessor of C. & S. and retired by C. & S. Part of old Main Track to Gunnison. Operated by D. & R. G. W. from 1911 to 1934. Near La Veta.
33	TROPIC SPUR	"	TROPIC JCT.	TROPIC	1.95	1908	1935	1935	
34	HOWARD BRANCH	"	HOWARD'S QUARRY JCT.	CALCITE	5.83	1903	1936	1936	
35	LITTLE COTTONWOOD BRANCH (Part)	UTAH	SAND PIT	WASATCH	6.79	—	ABOUT 1934	1934	Purchased in 1881.
36	PAGOSA SPRINGS BRANCH	COLORADO	PAGOSA JCT.	PAGOSA SPRINGS	30.85	1900	1935	1936	Near Present "Gato".

Continued on Page 32

1-1-1960

LINES ABANDONED

Continued from Page 31

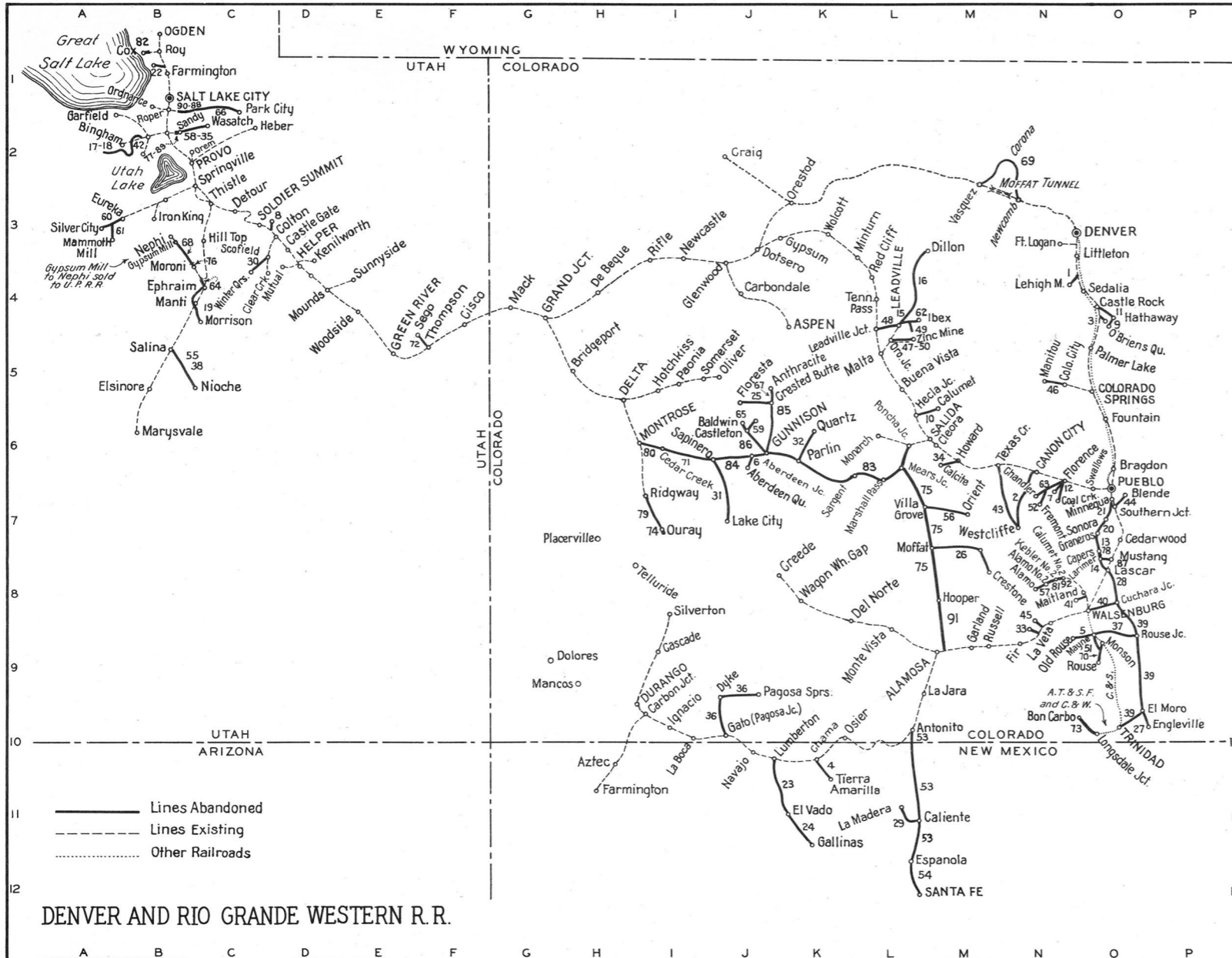
	LINE	STATE	FROM	TO	MILES OF MAIN TRACK	YEAR BUILT	DATE OF LAST OPERATION	TRACKS REMOVED	REMARKS
37	ROUSE BRANCH	COLORADO	ROUSE JCT.	MAYNE	4.17	1888	1936	1936	
38	CASTLE VALLEY BRANCH (Part)	UTAH	CRYSTAL	NIOCHE	2.33	1903	1907	"	Near Salina
39	OLD MAIN LINE (Part)	COLORADO	CUCHARA JCT.	TRINIDAD	39.93	1876 & 1887	—	"	Const'd Cuchara to Engleville in '76 and to Trinidad in '87
40	" " " "	"	" "	WALSENBURG JCT.	5.59	1876	1936	1937	
41	NEW PACIFIC MINE SPUR	"	NEW PACIFIC JCT.	NEW PACIFIC MINE	2.69	1927	—	"	Near Pictou
42	BINGHAM BRANCH EXTENSION	UTAH	LOLINE JCT.	CUPRUM	11.93	1906	1923	1925 to 1928	Track reconstructed and operation resumed, (Upper Jc. to Midas in 1929 and removed in 1931.
43	WESTCLIFFE BRANCH	COLORADO	TEXAS CREEK (Jct.)	WESTCLIFFE	25.49	1900	1938	1938	Near Minnequa
44	ZINC SMELTER SPUR	"	ZINC JCT.	BLLENDE	3.36	1902	1937	1939	Near La Veta, Along former Veta Pass N.G. Main Line.
45	RELIANCE BRANCH	"	RELIANCE JCT.	OJO	5.41	1912	1939	"	
46	MANITOU BRANCH (Part)	"	COLORADO CITY	MANITOU	2.60	1880	1939	"	
47	CALIFORNIA GULCH BRANCH (Part)	"			0.34	1880	—	1940	Leadville Mining District
48	RYAN CUT-OFF	"	LEADVILLE JCT.	LEADVILLE	3.06	1887	1940	"	Also called Leadville Cut-Off
49	GRAHAM PARK BRANCH	"	GRAHAM PARK JCT.	TUCSON	1.61	1900	1941	1941	Leadville Mining District
50	CALIFORNIA GULCH BRANCH (Part)	"			0.76	1880	1939 & 1940	"	" " "
51	ROUSE BRANCH (Part)	"	MAYNE	MONSON	2.25	1888	—	"	
52	FREMONT BRANCH	"	FREMONT JCT.	FREMONT MINE	1.74	1893	1942	1942	
53	SANTA FE BRANCH	COLO. - N. MEX.	ANTONITO	ESPANOLA	120.04	1880	1941	"	
54	" " "	NEW MEXICO	ESPANOLA	SANTA FE		1882 - 1886	"	"	
55	CASTLE VALLEY BRANCH (Part)	UTAH	SALINA	CRYSTAL	17.67	1903	1942	"	
56	ORIENT BRANCH	COLORADO	VILLA GROVE	ORIENT	8.20	1881	1940	"	
57	LOMA BRANCH (Part)	"	ALAMO NO. 2	ALAMO	0.88	1923	1942	"	
58	LITTLE COTTONWOOD BRANCH	UTAH	SANDY	SAND PIT	1.36	—	1943	1943	Purchased in 1881
59	KUBLER BRANCH	COLORADO	CASTLETON	KUBLER	1.56	1883	—	"	Built by predecessor of C.&S., Acquired by D.&R.G.W. in '37
60	TINTIC BRANCH (Part)	UTAH	EUREKA	SILVER CITY	3.49	1891 & 1892	1943	"	
61	MAMMOTH SPUR	"	MAMMOTH JCT.	MAMMOTH MILL	0.47	—	—	* 1944	D.&R.G.W. owned 1/2 interest sold to U.P.R.R. ^{*D&RGW 1/2 Interest sold to U.P.R.R.}
62	IBEX BRANCH	COLORADO	LEADVILLE	IBEX	7.19	1898	1944	"	Leadville Mining District
63	CHANDLER CREEK BRANCH	"	CHANDLER JCT.	CHANDLER MINE	4.61	1890	"	"	
64	SAN PETE VALLEY BRANCH (Part)	UTAH	IN EPHRAIM	—	0.53	—	1945	1945	Purchased in 1907.
65	BALDWIN BRANCH (Part)	COLORADO	CASTLETON	BALDWIN	2.09	1883	1946	1946	Built by predecessor of C.&S., Acquired by D.&R.G.W. in '37
66	PARK CITY BRANCH	UTAH	CEMENT QUARRY	PARK CITY	24.10	1889	1946	1946	
67	CRESTED BUTTE BRANCH (Part)	COLORADO	CRESTED BUTTE	ANTHRACITE	4.06	1882	—	1947	
68	SAN PETE VALLEY BRANCH (Part)	UTAH	MORONI	NEPHI	23.02	—	—	1948	Purchased in 1908. Gypsum Mill to Nephi (2.34 Mi) sold to U.P.R.R. Co. in 1948.
69	CORONA LINE (Former D.&S.L.)	COLORADO	NEWCOMB	VASQUEZ	31.76	1904	1928	1937	Abandoned by D.&S.L. when Tunnel operation was started.
70	ROUSE BRANCH	"	MONSON	ROUSE	2.53	1888	1949	1949	
71	GUNNISON TO MONTROSE	"	SAPINERO	CEDAR CREEK	26.63	1882	"	"	
72	BALLARD & THOMPSON R.R.	UTAH	THOMPSON	SEGO	4.95	1914	1950	1950	
73	REILLY CANON BRANCH	COLORADO	LONGSDALE JCT.	BON CARBO	8.91	See Note Page 4	"	"	

Continued on Page 33

LINES ABANDONED

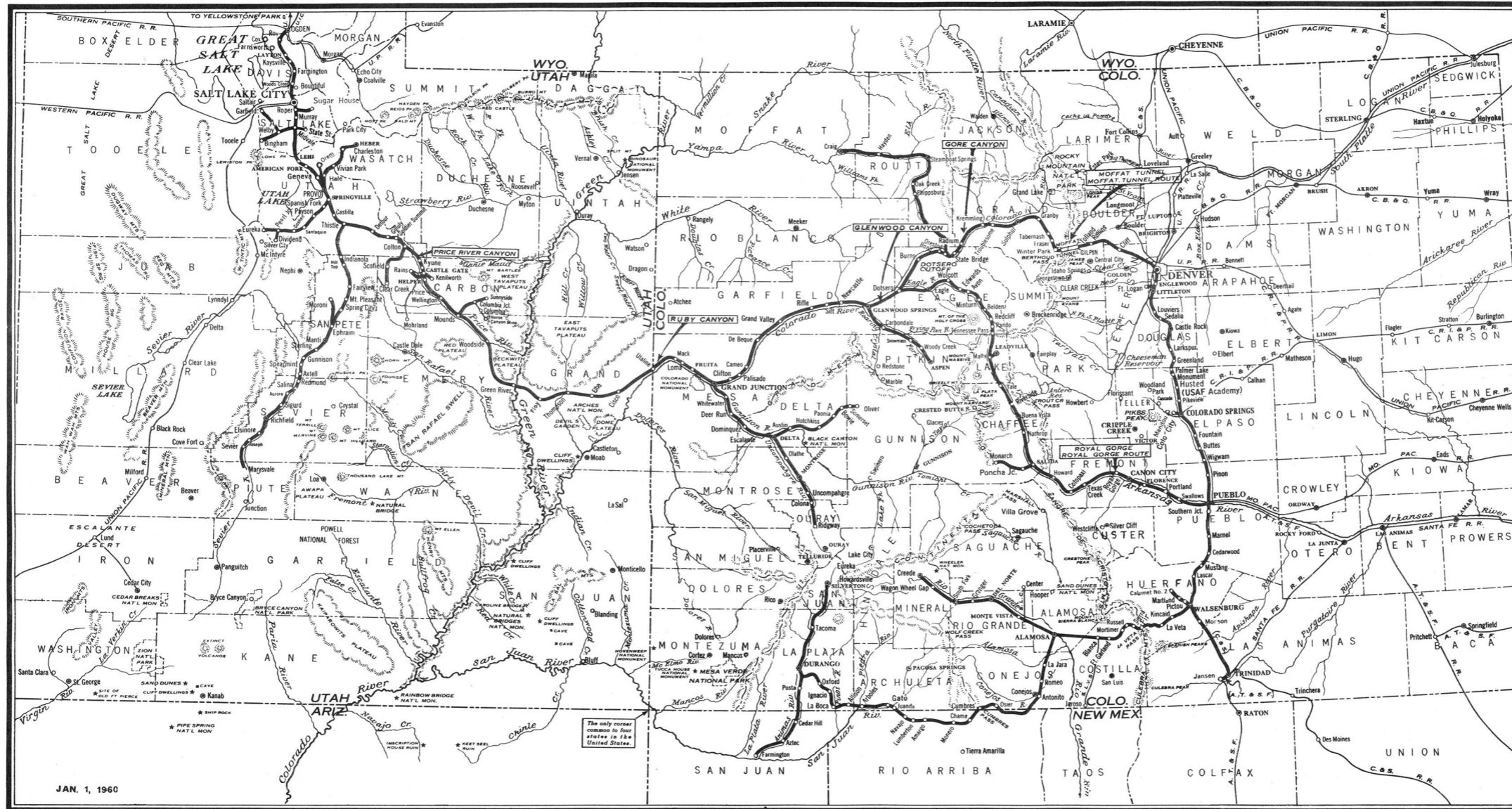
Continued from Page 32

	LINE	STATE	FROM	TO	MILES OF MAIN TRACK	YEAR BUILT	DATE OF LAST OPERATION	TRACKS REMOVED	REMARKS
74	OURAY BRANCH (Part)	COLORADO	M.P. 387.64 AT OURAY	M.P. 387.81 AT OURAY	0.17	1887		1950	
75	MEARS JCT. TO ALAMOSA (Part)	"	MEARS JUNCTION	HOOPER	53.21	1881 and 1890		1951	
76	MORONI SPUR (Part)	UTAH	M.P. 23.02 AT MORONI	M.P. 23.27 AT MORONI	0.25			1951	Formerly San Pete Valley Branch - Purchased 1908
77	LITTLE COTTONWOOD BRANCH (Part)	"	M.P. 1.94 AT SANDY	M.P. 2.08 AT SANDY	0.14			1951	Purchased 1881
78	CAPERS BRANCH (Part)	COLORADO	M.P. 151.46 AT CAPERS	M.P. 151.75 AT CAPERS	0.29	1876 and 1924		1952	
79	OURAY BRANCH (Part)	"	M.P. 377.56 AT RIDGWAY	M.P. 387.64 AT OURAY	10.08	1887	1952	1953	Remaining Portion of Ouray Branch S.G. in 1953
80	CEDAR CREEK BRANCH	"	M.P. 350.86 AT MONTROSE	M.P. 340.81 AT CEDAR CR.	10.05	1882	"	"	
81	LOMA BRANCH (Part)	"	M.P. 192.09 NEAR ALAMO NO.2	M.P. 193.27 AT ALAMO NO.2	1.18	1923	"	"	
82	HOOPER BRANCH	UTAH	M.P. 3.74 " HOOPER	M.P. 5.06 AT COX	1.32	1905 to 1917	"	1952	
83	PONCHA JCT. TO GUNNISON	COLORADO	M.P. 220.66 PONCHA JCT.	M.P. 288.41 AT GUNNISON	67.75	1881	12-18-1953	1955	
84	SAPINERO BRANCH	"	M.P. 288.41 AT GUNNISON	M.P. 314.18 AT SAPINERO	25.77	1882	"	"	
85	CRESTED BUTTE BRANCH	"	M.P. 288.55 " "	M.P. 316.79 AT CRESTED BUTTE	28.24	1881	"	"	
86	BALDWIN BRANCH	"	M.P. 288.72 " "	M.P. 304.55 AT CASTLETON	15.83	1883	May 1948	"	
87	CAPERS BRANCH	"	M.P. 148.85 AT MUSTANG	M.P. 151.46 AT CAPERS	2.61	1876 and 1924		"	
88	SUGAR HOUSE SPUR (Part)	UTAH	M.P. 5.67 AT ALEXANDER	M.P. 8.18 AT CEMENT QUARRY	2.51	1889		1956	
89	LITTLE COTTONWOOD BRANCH (Part)	"	M.P. 1.64 AT SANDY	M.P. 1.94 AT SANDY	0.30			"	
90	SUGAR HOUSE SPUR (Part)	"	M.P. 3.15 AT SUGAR HOUSE	M.P. 5.67 AT ALEXANDER	2.55	1889	1957	1957	
91	HOOPER SPUR	COLORADO	M.P. 279.49 AT HOOPER	M.P. 299.72 AT ALAMOSA	20.23	1890	1959	1959	Built Standard Gauge in 1930.
92	LOMA BRANCH (Part)	"	M.P. 185.07 AT CALUMET#2	M.P. 192.09 AT KEBLER#2	7.02	1904 to 1907	1959	1959	



No. on Map	Name of Line	Index	No. on Map	Name of Line	Index
1	Lehi Branch	N-4	48	Ryan Cut-off	L-4
2	Grape Creek Branch	N-7	49	Graham Park Branch	L-4
3	Douglas Quarry Spur	O-4	50	California Gulch Branch (Part)	L-5
4	Chama Lumber Spur	K-10	51	Rouse Branch (Part)	O-8
5	Old Rouse Branch	O-8	52	Fremont Branch	N-7
6	Aberdeen Branch	J-6	53	Santa Fe Br'h.	L-10
7	Oak Creek Branch	N-7	54	" " " "	L-11
8	Jennings & Potter Quarry Br'h.	D-3	55	Castle Valley Br'h.	B-5
9	O'Brien's Quarry Spur	O-4	56	Orient Branch	M-7
10	Calumet Branch	L-6	57	Loma Branch (Part)	N-8
11	Castle Rock Branch	O-4	58	Little Cottonwood Br'h. (Part)	C-2
12	Coal Creek Branch	N-7	59	Kubler Branch	J-6
13	Graneros Br'h. Capers to Graneros	O-7	60	Tintic Branch (Part)	A-3
14	" " " " Lascar to Larimer	O-8	61	Mammoth Spur	A-3
15	Blue River Br'h. in Leadville	L-4	62	Ibex Branch	L-4
16	" " " " Leadville-Dillon	L-4	63	Chandler Creek Branch	N-6
17	Copper Belt Branch	A-2	64	San Pete Valley Branch (Part)	C-4
18	Copper Belt-Carr Fork Br'h.	A-2	65	Baldwin Branch (Part)	J-6
19	Morrison Branch	C-4	66	Park City Branch (Part)	C-1
20	Part of Old Main Line Sonora to Graneros	O-7	67	Crested Butte Branch (Part)	J-5
21	Sonora Branch	O-7	68	San Pete Valley Br'h. (Part)	B-3
22	Lake Park Branch	B-1	69	Corona Line (Former D.&S.L.)	N-2
23	Rio Grande Southwest'n. R.R.	K-11	70	Rouse Branch	O-9
24	" " " " " "	K-11	71	Sapinero to Cedar Creek	I-6
25	Ruby-Anthracite Branch	J-5	72	Ballard & Thompson R.R.	F-5
26	Crestone Branch	M-7	73	Reilly Canon Branch	O-10
27	Engleville Branch	O-10	74	Ouray Branch (Part)	I-7
28	Part of Old Main Line Cuchara Jct.	O-8	75	Mears Jct. to Alamosa (Part)	L-7
29	La Madera Branch	L-11	76	Moroni Spur (Part)	B-4
30	Winter Quarters Spur	C-3	77	Little Cottonwood Br'h. (Part)	B-2
31	Lake City Branch	J-7	78	Capers Branch (Part)	O-8
32	Pitkin Branch (c. & s.)	K-6	79	Ouray Branch (Part)	I-7
33	Tropic Spur	N-8	80	Cedar Creek Branch	I-7
34	Howard Branch	M-6	81	Loma Branch (Part)	N-8
35	Little Cottonwood Br'h. (Part)	C-2	82	Hooper Branch, Utah (Part)	B-1
36	Pagosa Springs Branch	J-9	83	Poncha Jct. to Gunnison	K-7
37	Rouse Branch	O-8	84	Sapinero Branch	J-7
38	Castle Valley Br'h. Crystal to Nioche	B-5	85	Crested Butte Branch	J-7
39	Part of Old Main Ln. Cuchara Jct. to Trinidad	O-9	86	Baldwin Branch	J-7
40	" " " " " " Cuchara Jct. to Walsenburg	O-8	87	Capers Branch	O-8
41	New Pacific Mine Spur	N-8	88	Sugar House Spur (Part)	B-1
42	Bingham Br'h. Extension	B-2	89	Little Cottonwood Br'h. (Part)	B-2
43	Westcliffe Branch	M-7	90	Sugar House Spur (Part)	B-1
44	Zinc Smelter Spur	O-7	91	Hooper Spur	L-8
45	Reliance Branch	N-8	92	Loma Branch (Part)	N-8
46	Manitou Branch (Part)	N-5	93		
47	California Gulch Br'h. (Part)	L-5	94		

DENVER AND RIO GRANDE WESTERN R.R.



JAN. 1, 1960

MAP OF
 THE DENVER AND RIO GRANDE WESTERN RAILROAD
 AND CONNECTIONS