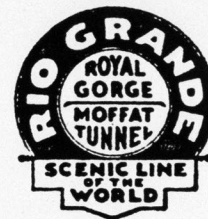


CONDENSED PROFILE

OF THE

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

SYSTEM

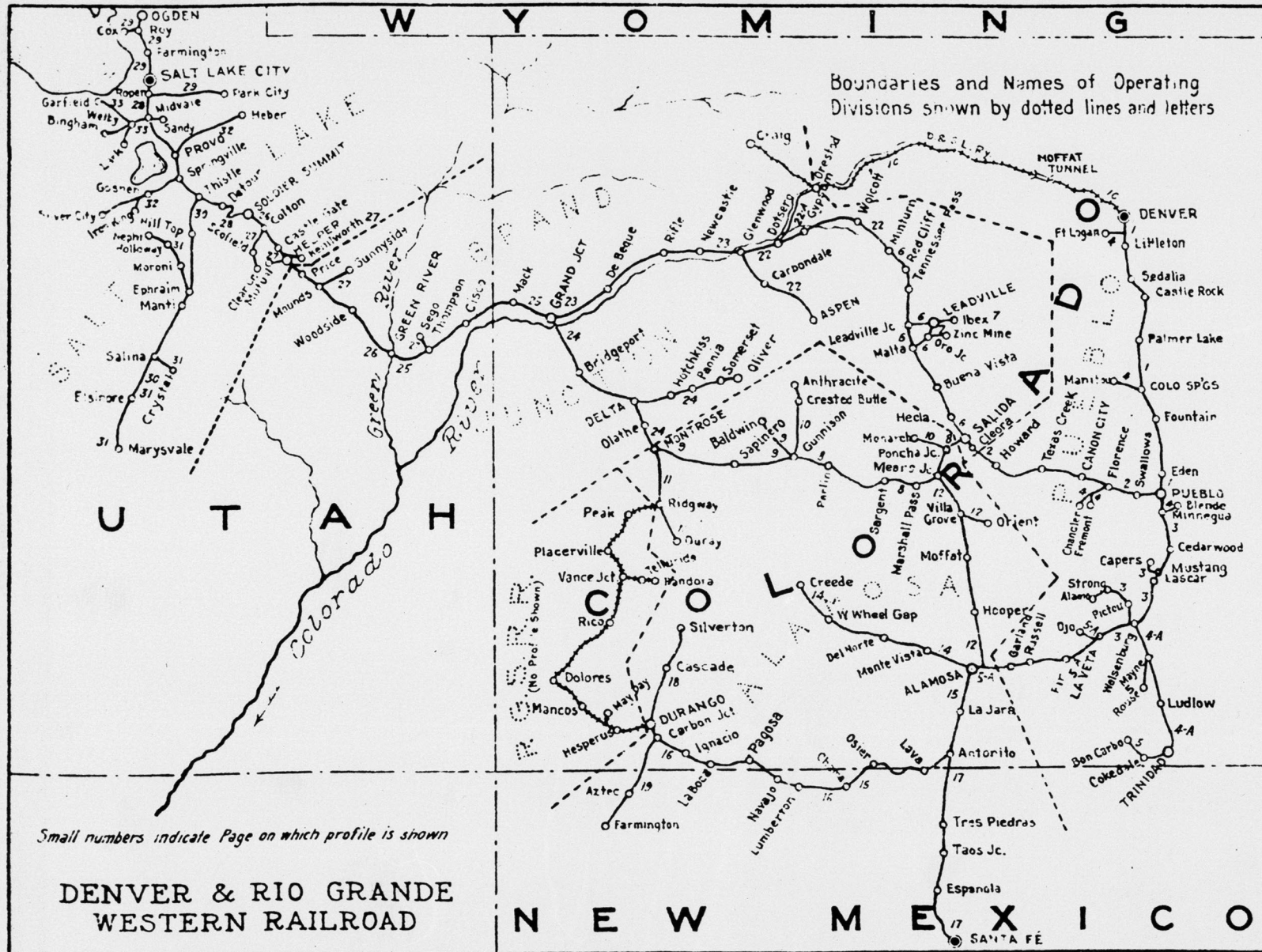


OFFICE OF CHIEF ENGINEER

DENVER, COLORADO

CORRECTED TO JAN. 1, 1938

G. E. Johnson



Small numbers indicate Page on which profile is shown

REFERENCES TO PROFILE

*Horizontal Scale: 10 Miles per Inch *Vertical Scale: 1000 ft. per Inch

Max. Grade per 100 ft. ascending from Denver marked +, descending marked -

*Excepting Page 15

1-1-38

RAILS IN TRACK	lbs. per Yard	Standard Gauge	Three Rail	Narrow Gauge
	131			
112				
110				
100				
90				
85				
75				
70				
65				
60 & 57				
52				
45				
40				
35				
30				

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DIVISIONS	}	Pueblo Division	Pages 1 to 5 A
		Alamosa Division	" 8 to 19
		Grand Jct'n. Division	" { 6 8 7 22 to 27
		Salt Lake Division	" 26 to 33

Turning Station { Figures following T.T. show diameter of Turntable Pit
" " Wye " length of stem
Length not shown where Wye connects Branches or Main Line

Water Stations shown thus { Tank Supplying Engines
 Tank Supplying Stand Pipe
+ Staro Pipe

All pumps are operated by steam plants except where otherwise noted.
Mail Cranes shown thus: Spring Switch shown thus:

U.S.G.S. Precise Elevs. of T of P. shown in parenthesis following D & RGW Elevs.

GENERAL INDEX TO CONDENSED PROFILES

MAIN LINE PROFILES

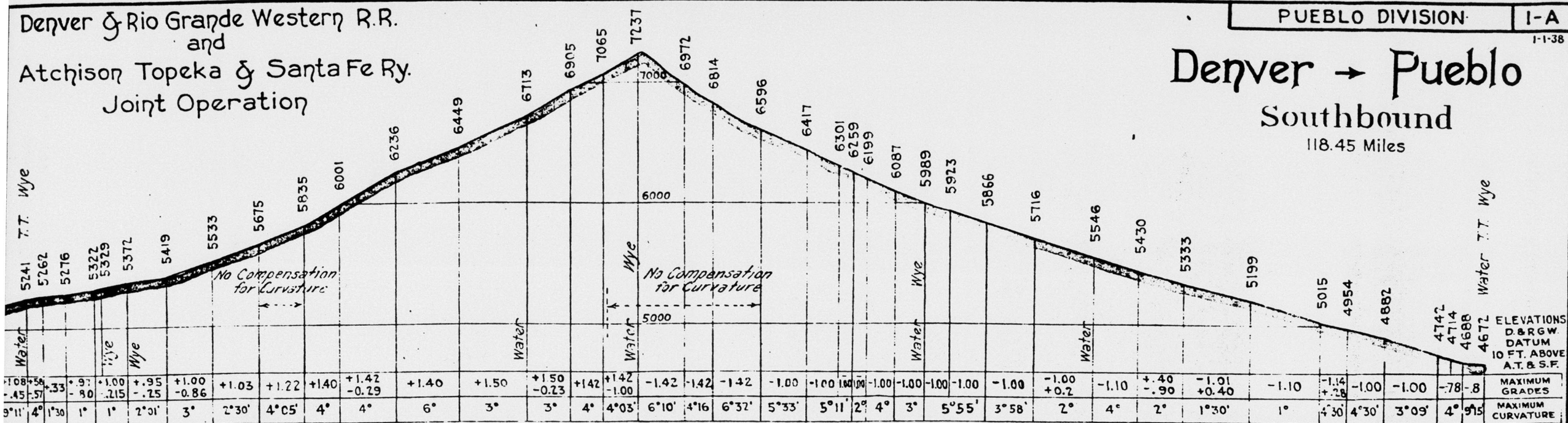
	PAGE
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DENVER TO PUEBLO	1
" " " JOINT OPERATION IA & IB	
PUEBLO TO SALIDA	2
SALIDA TO MINTURN	6
MINTURN TO GLENWOOD	22
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GRAND JCT TO GREEN RIVER	25
GREEN RIVER TO SOLDIER SUMMIT	26
SOLDIER SUMMIT TO SALT LAKE	28
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SALIDA TO GUNNISON	8
GUNNISON TO MONTROSE	9
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PUEBLO TO LA VETA	3
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DENVER TO PUEBLO	
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<u>D. & S. L. W. R. R.</u>	
ORESTOD TO DOTSERO	22A
D. & S. L. RY. DENVER TO ORESTOD	1C

BRANCH LINE PROFILES

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BINGHAM	33	MARYSVALE	30
BINGHAM EXTN.	33	"	31
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CAPERS	3	OURAY	11
CASTLE ROCK <i>Track Removed 1924</i>	4	PAGOSA SPRINGS <i>Track Removed 1936</i>	18
CASTLE VALLEY	31	PARK CITY	29
CHANDLER CREEK	4	PITKIN <i>C&S Track Removed 1934</i>	8
COAL CREEK <i>Track Removed 1924</i>	4	PLEASANT VALLEY	27
CREEDE	14	PROVO CANON	32
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DALTON & LARK	33	R. G. SWN. R. R. <i>Track Removed 1928-29</i>	18
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HOWARD <i>Track Removed 1933</i>	4	TELLURIDE (R.G.S.) <i>Page Eliminated 1-1-1931</i>	20
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LEADVILLE	6	ZINC SPUR	4

Denver & Rio Grande Western R.R.
and
Atchison Topeka & Santa Fe Ry.
Joint Operation

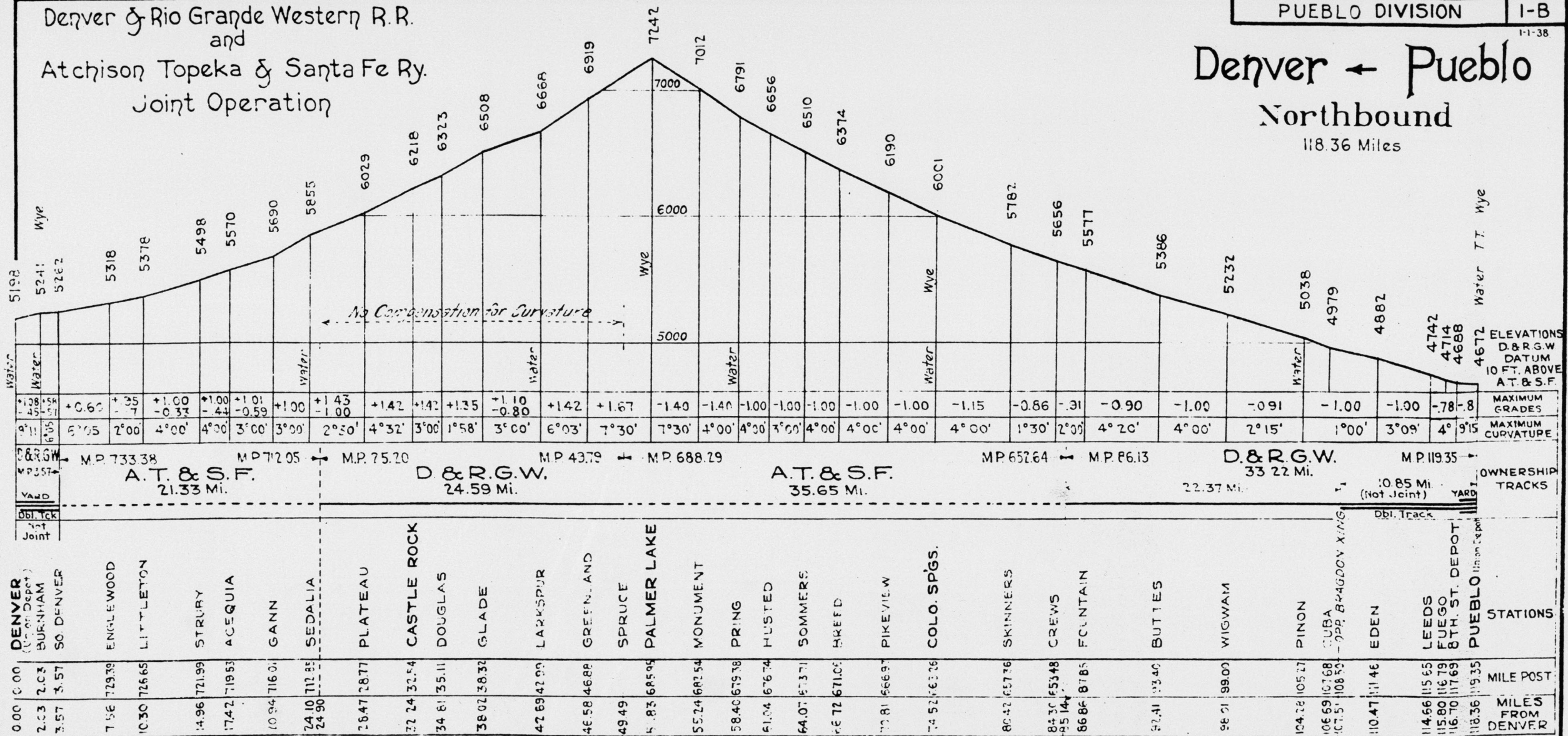
Denver → Pueblo
Southbound
118.45 Miles



M.P.	Ownership	Track	Station	Mile Post	Miles from Denver
0.00	D.&R.G.W.	Double Track	DENVER (Union Depot)	0.00	0.00
2.03	D.&R.G.W.	Double Track	BURNHAM	2.03	2.03
3.57	D.&R.G.W.	Double Track	50 DENVER X-ING	3.57	3.57
5.33	D.&R.G.W.	Double Track	OVERLAND PARK J.C.	5.33	5.33
7.69	D.&R.G.W.	Double Track	PETERSBURG	7.69	7.69
8.20	D.&R.G.W.	Double Track	MILITARY JCT.	8.20	8.20
10.28	D.&R.G.W.	Double Track	LITTLETON	10.28	10.28
13.50	D.&R.G.W.	Double Track	WOLHURST	13.50	13.50
17.19	D.&R.G.W.	Double Track	ACEQUIA	17.19	17.19
20.74	D.&R.G.W.	Double Track	LOUVIERS	20.74	20.74
24.53	D.&R.G.W.	Double Track	SEDALIA	24.53	24.53
24.87	D.&R.G.W.	Double Track			
27.72	D.&R.G.W.	Double Track	ORSA	27.72	27.72
32.05	D.&R.G.W.	Double Track	CASTLE ROCK	32.05	32.05
37.01	D.&R.G.W.	Double Track	TOMAH	37.01	37.01
42.32	D.&R.G.W.	Double Track	LARKSPUR	42.32	42.32
45.77	D.&R.G.W.	Double Track	GREENLAND	45.77	45.77
48.41	D.&R.G.W.	Double Track	SPRUCE	48.41	48.41
48.95	D.&R.G.W.	Double Track			
51.32	D.&R.G.W.	Double Track	PALMER LAKE	51.32	51.32
55.03	D.&R.G.W.	Double Track	MONUMENT	55.03	55.03
57.26	D.&R.G.W.	Double Track	BORST	57.26	57.26
61.01	D.&R.G.W.	Double Track	HUSTED	61.01	61.01
64.63	D.&R.G.W.	Double Track	EDGERTON	64.63	64.63
67.13	D.&R.G.W.	Double Track	WOODMEN	67.13	67.13
68.22	D.&R.G.W.	Double Track	CARLTON	68.22	68.22
69.50	D.&R.G.W.	Double Track	PIKEVIEW	69.50	69.50
71.85	D.&R.G.W.	Double Track	ROSWELL	71.85	71.85
74.03	D.&R.G.W.	Double Track	COLO. SPGS.	74.03	74.03
76.01	D.&R.G.W.	Double Track	LEANDER	76.01	76.01
78.23	D.&R.G.W.	Double Track	KELKER	78.23	78.23
82.59	D.&R.G.W.	Double Track	WIDEFIELD	82.59	82.59
85.68	D.&R.G.W.	Double Track			
87.39	D.&R.G.W.	Double Track	FOUNTAIN	87.39	87.39
90.97	D.&R.G.W.	Double Track	HOLMES	90.97	90.97
94.55	D.&R.G.W.	Double Track	BUTTES	94.55	94.55
99.81	D.&R.G.W.	Double Track	HENKLE	99.81	99.81
105.20	D.&R.G.W.	Double Track	PINON	105.20	105.20
107.60	D.&R.G.W.	Double Track	BRAGDON XING.	107.60	107.60
110.56	D.&R.G.W.	Double Track	EDEN	110.56	110.56
114.75	D.&R.G.W.	Double Track	LEEDS	114.75	114.75
115.89	D.&R.G.W.	Double Track	FUEGO	115.89	115.89
116.79	D.&R.G.W.	Double Track	8TH ST. DEPOT	116.79	116.79
118.45	D.&R.G.W.	Double Track	PUEBLO (Union Depot)	118.45	118.45

Denver & Rio Grande Western R.R.
and
Atchison Topeka & Santa Fe Ry.
Joint Operation

Denver ← Pueblo
Northbound
118.36 Miles



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

MAXIMUM
GRADES

MAXIMUM
CURVATURE

OWNERSHIP
TRACKS

STATIONS

MILE POST

MILES
FROM
DENVER

No Compensation for Curvature

M.P. 733.38 A.T. & S.F. 21.33 Mi.
M.P. 712.05 D & R.G.W. 24.59 Mi.
M.P. 75.20 D & R.G.W. 24.59 Mi.
M.P. 43.79 A.T. & S.F. 35.65 Mi.
M.P. 688.29 A.T. & S.F. 35.65 Mi.
M.P. 652.64 D & R.G.W. 22.37 Mi.
M.P. 86.13 D & R.G.W. 33.22 Mi.
M.P. 119.35 D & R.G.W. 10.85 Mi. (Not Joint)

Water

Water T.T. Wye

Obi. Track

YARD

Union Depot

Union Depot

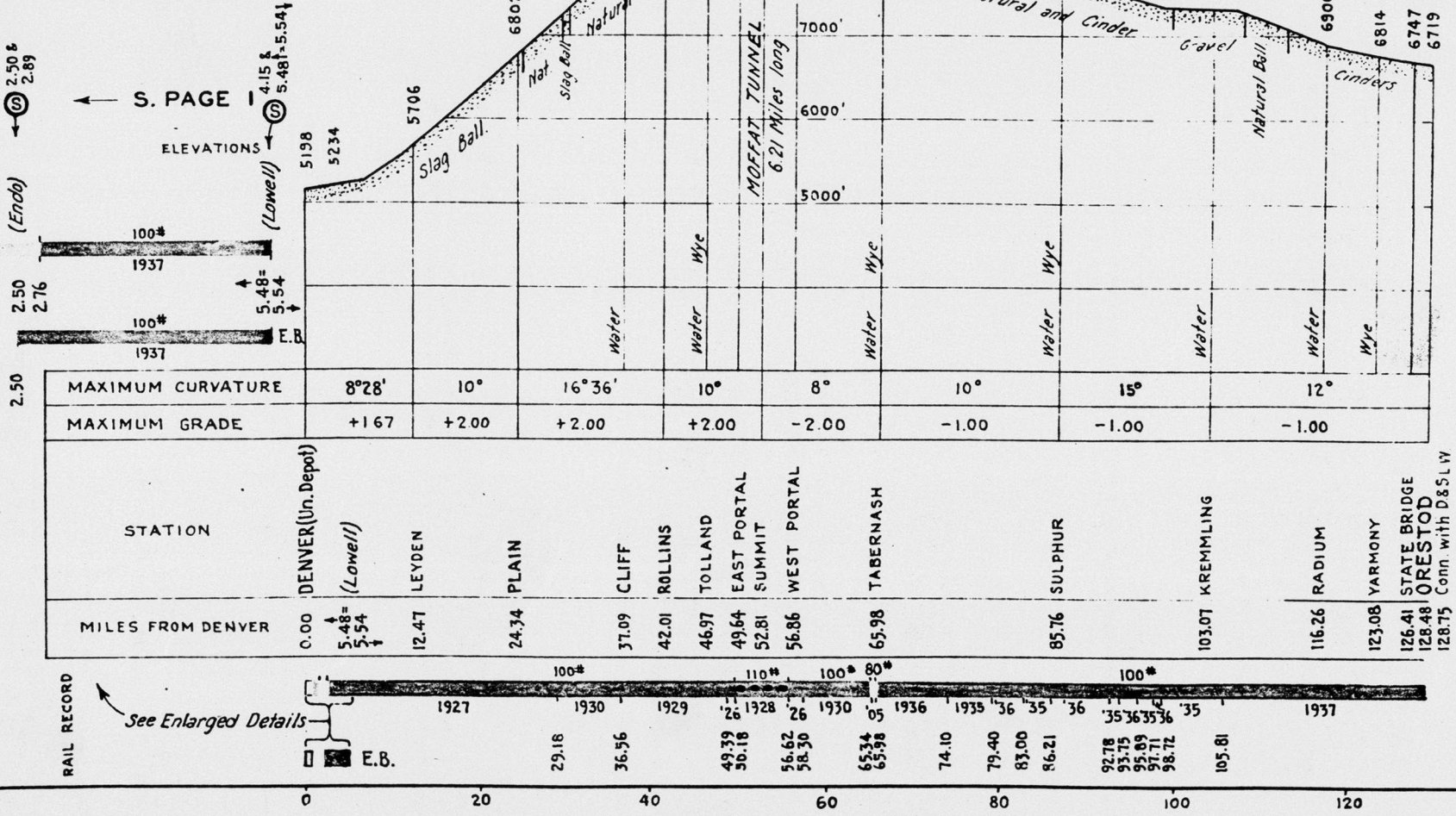
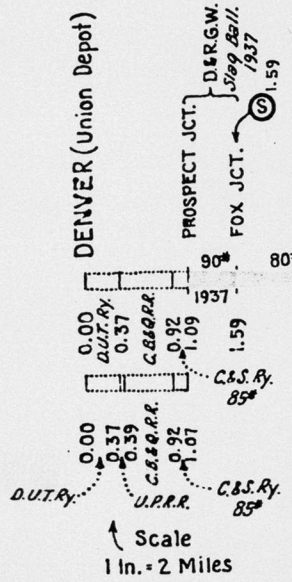
Constructed Denver to Orestod via Corona in 1903 to 1907
 Moffat Tunnel completed and operation begun Feb. 27, 1928
 D.&R.G.W.R.R. operation begun June 15, 1934

Denver to Orestod

Rise 4023' Fall 2538'
 125.40 Miles

— SCALES —
 HORIZONTAL = 20 MI. PER INCH
 VERTICAL = 2000' PER INCH

W. PAGE 22A →
 via D & S.L.W.R.R.



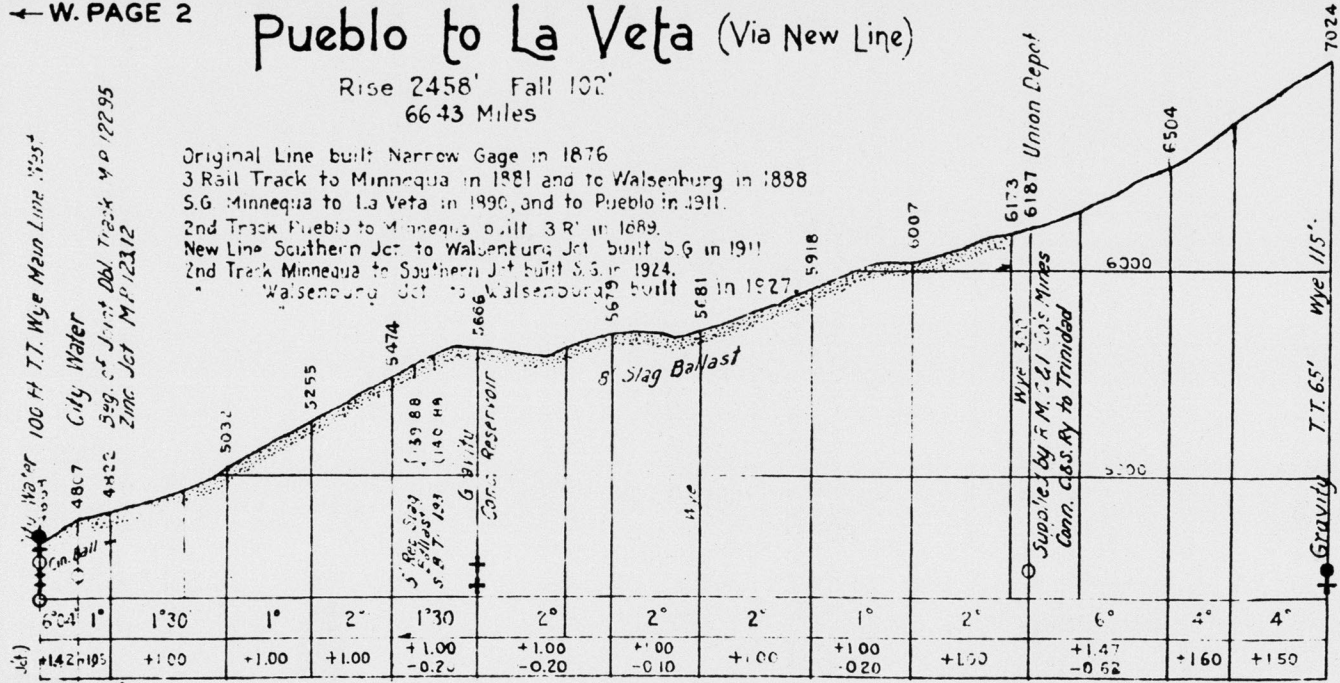
← N. PAGE 1
← W. PAGE 2

W. PAGE 5A →

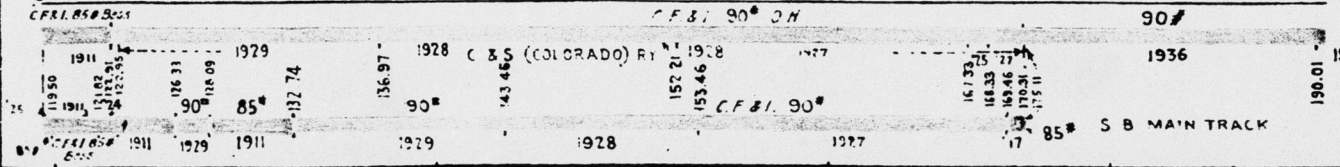
Pueblo to La Veta (Via New Line)

Rise 2458' Fall 100'
66.43 Miles

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 R' 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



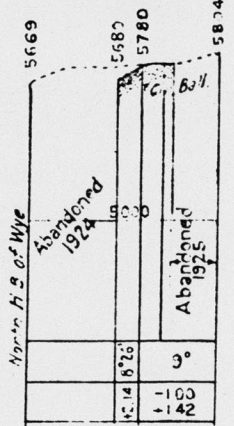
119.16	121.47	122.93	126.69	129.20	133.60	137.72	142.03	146.98	148.95	153.45	159.08	164.12	169.45	174.27	175.98	177.85	182.75	185.60	190.34
From Denver	From Pueblo	Southern Jct	Lime Jct	Furman	Marnell	Brooks	Cedarwood	Chamblin	Mustang	Lascar (Depot)	Roof	Sandy	Walsenburg Jct	Walsenburg	Loma Jct	Solar	Adel	Kincaid	La Veta



Capers Branch

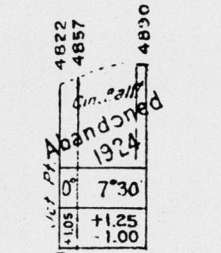
2.90 Miles

Built N.G. in 1876
3 R.I. in 1888, S.G. in 1890
Connection to Mustang built S.G. in 1924



Sonora Branch

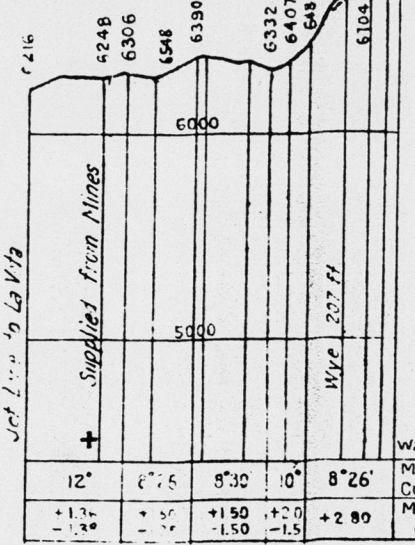
Built N.G. in 1876
3 R.I. in 1889, S.G. in 1890



Loma Branch

18.18 Miles

Built S.G. in 1886 to Pictou, in 1896 to Maitland, in 1904 to Strong, in 1907 to Kebleer No. 2, and in 1923 to Alamo No. 2



LASCAR

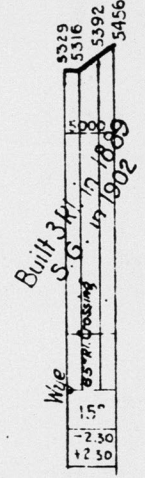
148.55	150.38	151.47	151.75
Mustang (Jct. P.I.)	Larimer	Carppe	End of Track

LOMA JCT.

178.39	179.54	180.78	182.45	184.71	187.10	188.16	189.22	191.63	193.01	194.12
Call City	Pictou Mine	Maitland Jct	Cankunado	Calumet No. 2	Calumet No. 1	Strong	Kebleer No. 1	Kebleer No. 2	Wye	Alamo No. 2

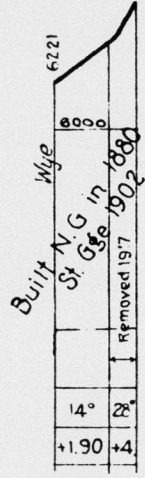
RAIL RECORD

Fort Logan Branch
2.42 Miles



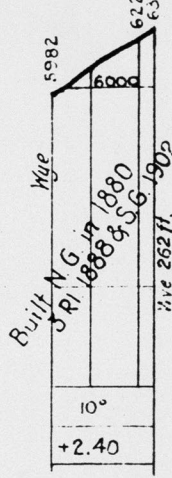
820 MILITARY JUNCT.
9:00 CHAS. KING No. 9
9:95 **FORT LOGAN**
End of Track 10.62

Castle Rock Qu. Br.
2.87 Miles
Abandoned 1924



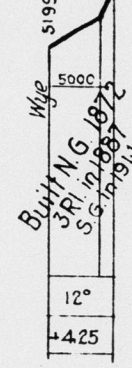
32.61 O'BRIEN'S Q. JCT.
35.31 HATHAWAY SPUR
36.87 O'BRIEN'S QUAR.

Manitou Branch
5.14 Miles



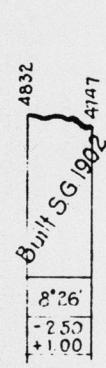
75.04 MANITOU JCT.
76.98 **COLO. CITY**
79.34 GARD. OF THE GODS
80.12 **MANITOU**
End 80.18

Coal Creek Branch
3.19 Miles
Abandoned 1924



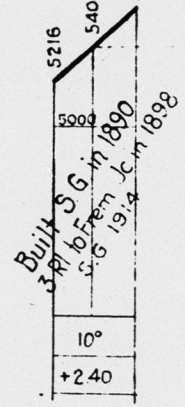
151.85 COAL CR. JUNCT.
154.63 COAL CR.
155.04 End of Track

Zinc Spur
3.36 Miles



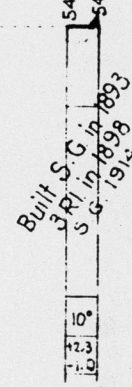
123.12 ZINC JUNCTION
126.48 **BLENDE**

Chandler Creek Branch
4.61 Miles



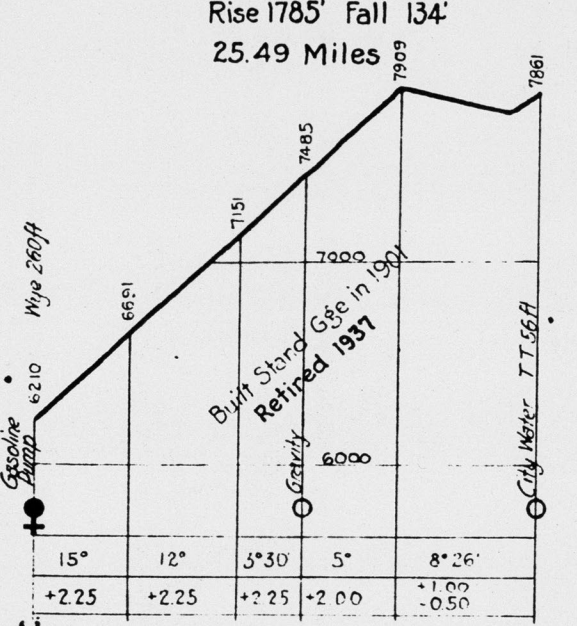
153.53 CHANDLER JCT.
154.60 A.T. & S.F. TRANSFER
155.43 **FREMONT JCT.**
157.82 CHANDLER MINE
End 158.14

Fremont Branch
1.74 Miles



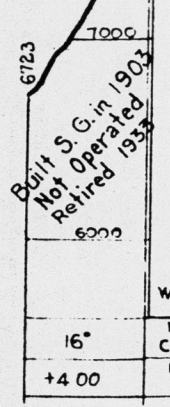
155.43 **FREMONT JCT.**
157.04 **FREMONT MINE**
End 157.17

Westcliffe Branch
Rise 1785' Fall 134'
25.49 Miles



184.17 **TEXAS CRK JCT.**
189.00 RITO
194.40 PALO
197.71 HILLSIDE
202.60 VERDEMON
209.38 **WESTCLIFFE**
209.66 END OF TRACK

Howard's Qu. Br.
5.83 Miles



203.68 **HOWARD'S QU JCT**
209.33 **CALCITE**
End 209.45

ELEVATIONS

WATER STATIONS

MAXIMUM CURVATURE
MAXIMUM GRADES

MILES FROM DENVER

MAIN TRACK

RAIL RECORD

← N. PAGE 3

C. & S. RY. CO. TRACK

1-1-38

Walsenburg to Trinidad

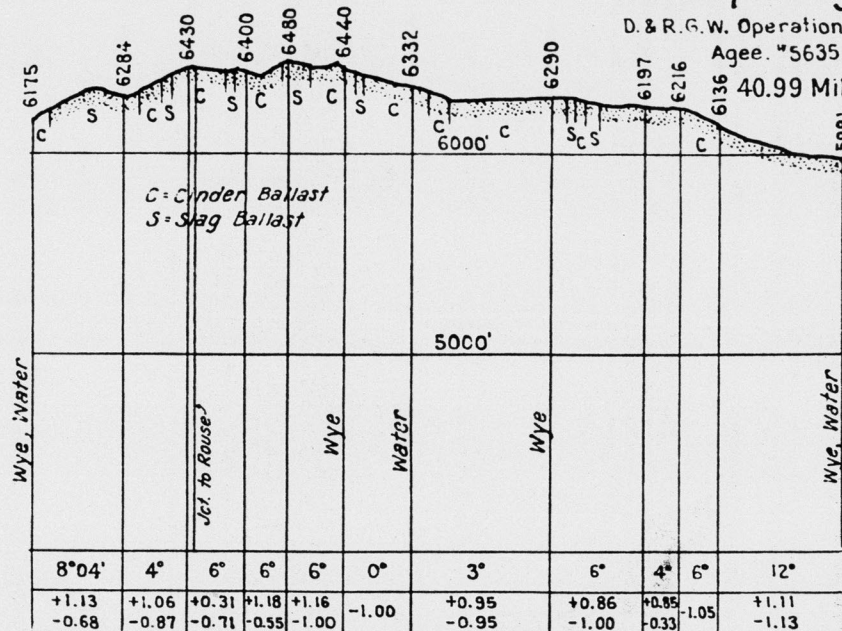
D. & R. G. W. Operation began August 3rd 1936

Agee. #5635 dated 12-10-1936

40.99 Miles Rise 576' Fall 762'

C. & S. ELEVATIONS

W. PAGE 5 →



BLOCK SIGNALS											
WALSENBURG D. & R. G. W. Connection	WINCHELL	MAYNE MAYNE JCT.	MONSON	BUNKER HILL	RUGBY	LYNN	LUDLOW	FORBES JCT.	SUFFIELD	BOWEN	TRINIDAD Y D. & R. G. W. Connection
171.70	176.18	179.63 179.98	182.27	184.58	187.31	190.76	197.90	202.61	204.34	206.21	212.41 212.69
C. & S. MILE POSTS											
MAIN TRACK											
172.14		1920			186.92		197.37 198.47	202.46 202.65	1922	1922	210.24 210.71 211.34 212.26 212.69
RAIL RECORD											

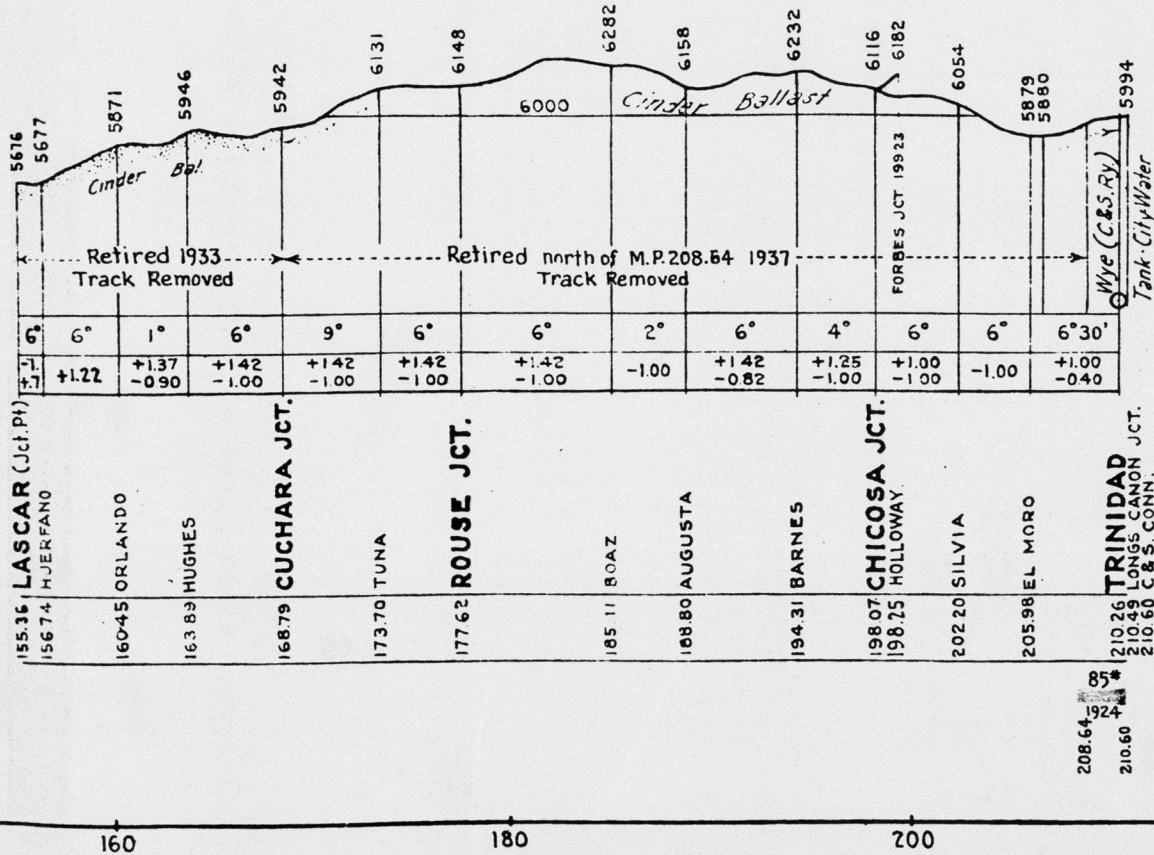
Lascar to Trinidad

← N. OR W. PAGE 3

Rise 1286' Fall 973'

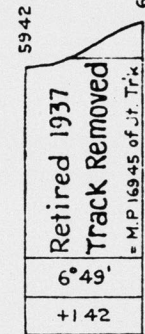
1.96 Miles

Built N.G. to Engleville in 1876 and to Trinidad in 1887.
3 R.I. in 1888: S.G. south of Cuchara in 1889 and north of Cuchara in 1890.



Cuchara-Walsenburg
Cut-off
5.59 Miles

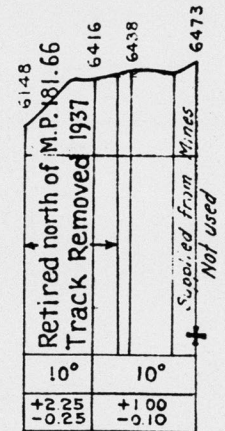
Built N.G. 1876.
3 R.I. in 1888,
S.G. 1890.



Rouse Branch

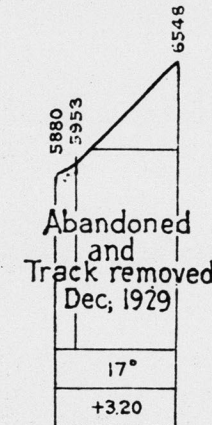
4.74 Miles

Built S.G. in 1888



Engleville Branch

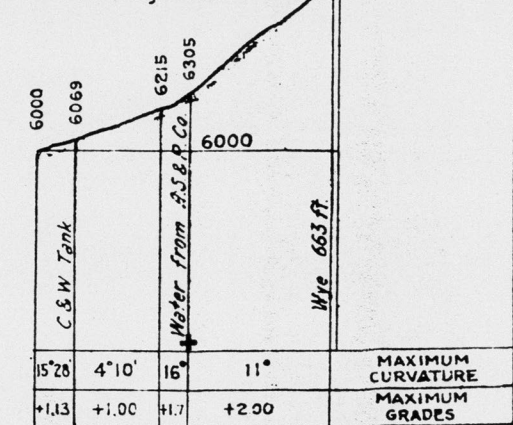
Built N.G. in 1877
" S.G. in 1889



Reilly Canon Branch

15.11 Miles

D.&R.G.W. Trk to Cokedale built in 1906, to Bon Carbo in 1917.
A.S.=R.M.Trk. Cokedale purchd 1929.
Total owned by D.&R.G.W. 9.05 Mi.



208.64
210.60
85°
1924+

181.66
185.66
186.00
90°
40°
1928
1888
1904

210.43
210.53
212.57
216.59
216.71
217.56
218.41
85°
1924
1927
1906
1917
Formerly A.S.R.

NOTE: Original line from LaVeta to Russell (Wagon Cr. Jct) was built N.G. via Veta Pass 1877 Abandoned in 1899. Narrow gage track removed 1902.

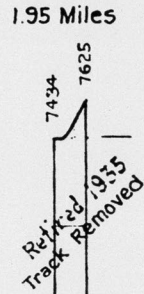
La Veta to Alamosa

Rise 2251' Fall 1729'
61.37 Miles

S. PAGE 15 →
W. PAGE 14 →

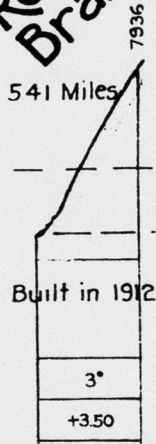
Built S.G. from La Veta to Russell (Wagon Cr. Jct) in 1899.
" N.G. " Russell to Alamosa in 1878
" S.G. " " " " " 1899

Tropic Spur
1.95 Miles



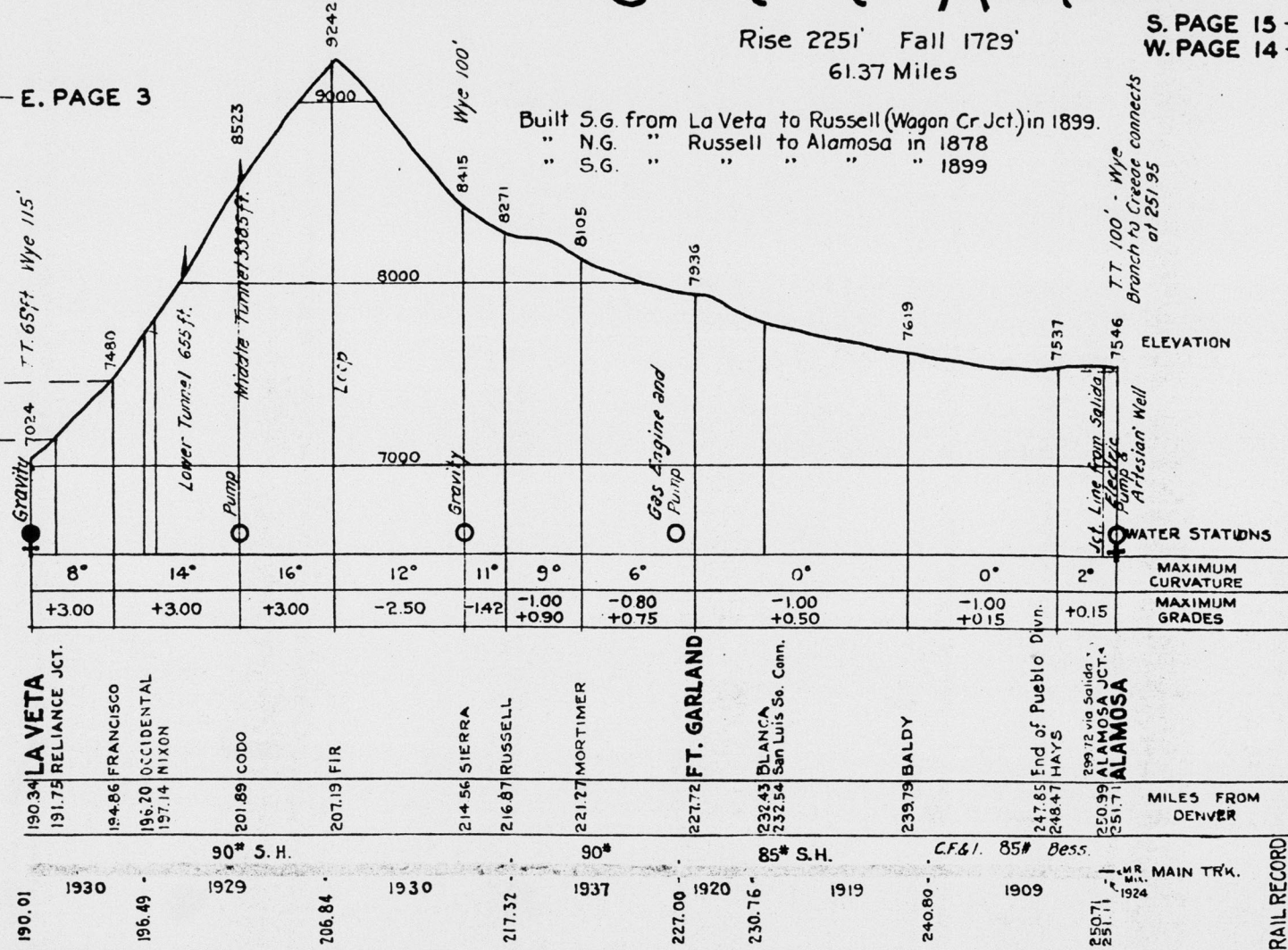
194.54 OAKDALE JCT.
196.34 TROPIC
196.49 End of Track

Reliance Branch
541 Miles



181.75 RELIANCE JCT.
196.86 OJO
197.16 End of Track

← E. PAGE 3



190.01 LA VETA

190.01

1930

196.49

1929

206.84

1930

217.32

1937

227.00

1920

85# S.H.

230.76

1919

240.80

C.F.&I. 85# Bess.

240.80

1909

250.71

1924

251.11

1924

1924

1924

1924

1924

1924

RAIL RECORD

T.T. 100' - Wye Branch to Creede connects at 251.95

Jct. Line from Salida to Pump Artesian Well

WATER STATIONS

MAXIMUM CURVATURE

MAXIMUM GRADES

MILES FROM DENVER

ALAMOSA JCT. *

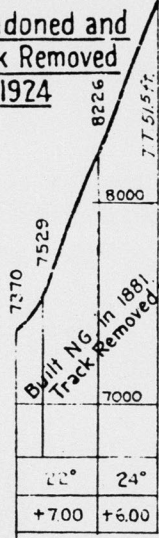
ALAMOSA

1924

Calumet Branch

7.13 Mi.

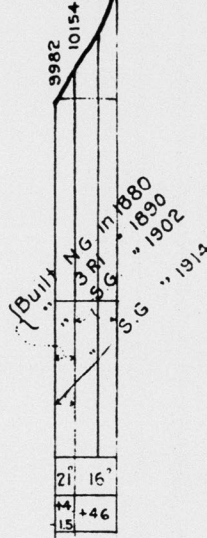
Abandoned and Track Removed 1924



224.40 HECLA JCT
225.87 BRENNAN SPUR
228.55 VENICE SIDING
231.53 CALUMET

Calif. Gulch Branch

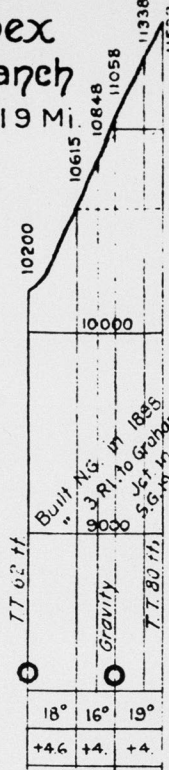
3.25 Mi.



274.71 ORO JUNCTION
275.37 ARK V SAMPLER
276.64 SILVER CORD
277.55 ZINC MINES

Ibex Branch

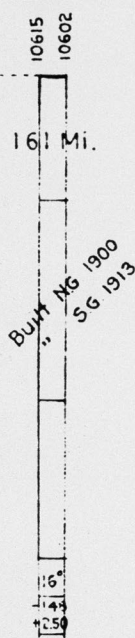
7.19 Mi.



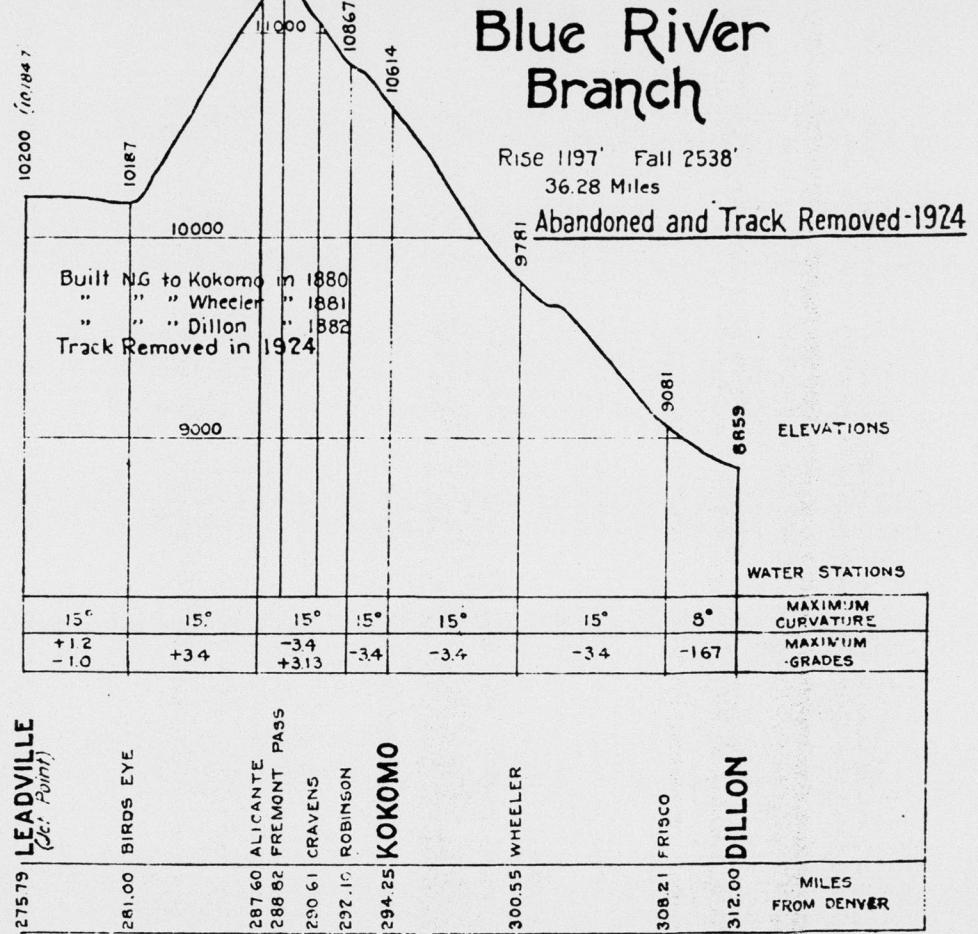
275.78 LEADVILLE
278.23 GRAHAM PARK JCT.
279.36 ROY
280.38 EVANS
281.81 ALPS JCT.
282.83 IBEX
282.97 End of Trk.

Graham Park Br.

16.1 Mi.



278.23 GRAHAM PARK JCT
279.64 GREENBACK
279.84 WOLFTONE



275.79 LEADVILLE
281.00 BIRDS EYE
287.60 ALICANTE
288.62 FREMONT PASS
290.61 GRAVENS
292.10 ROBINSON
294.25 KOKOMO
300.55 WHEELER
308.21 FRISCO
312.00 DILLON

RAIL RECORD

Salida to Gunnison

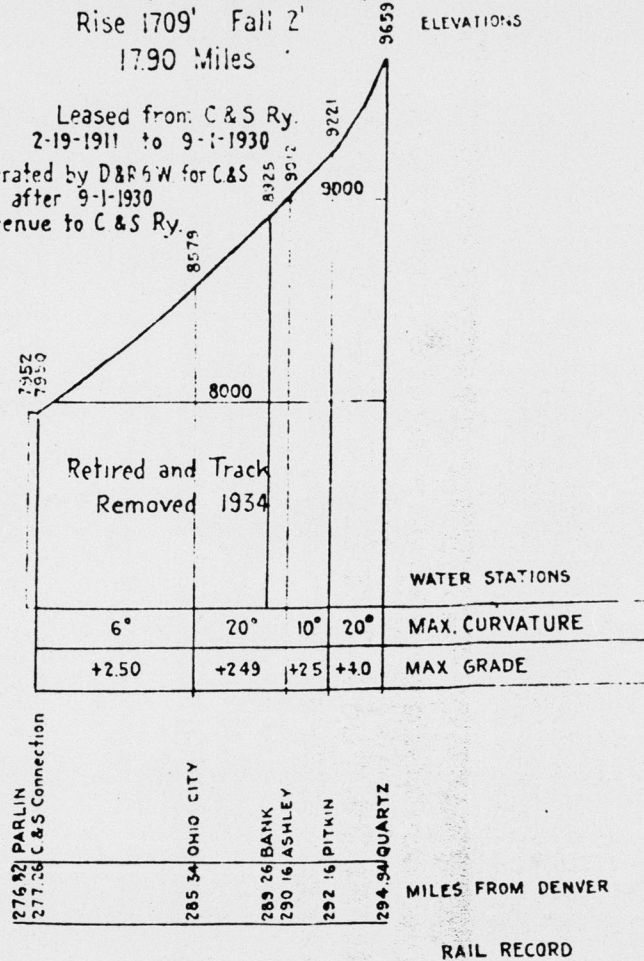
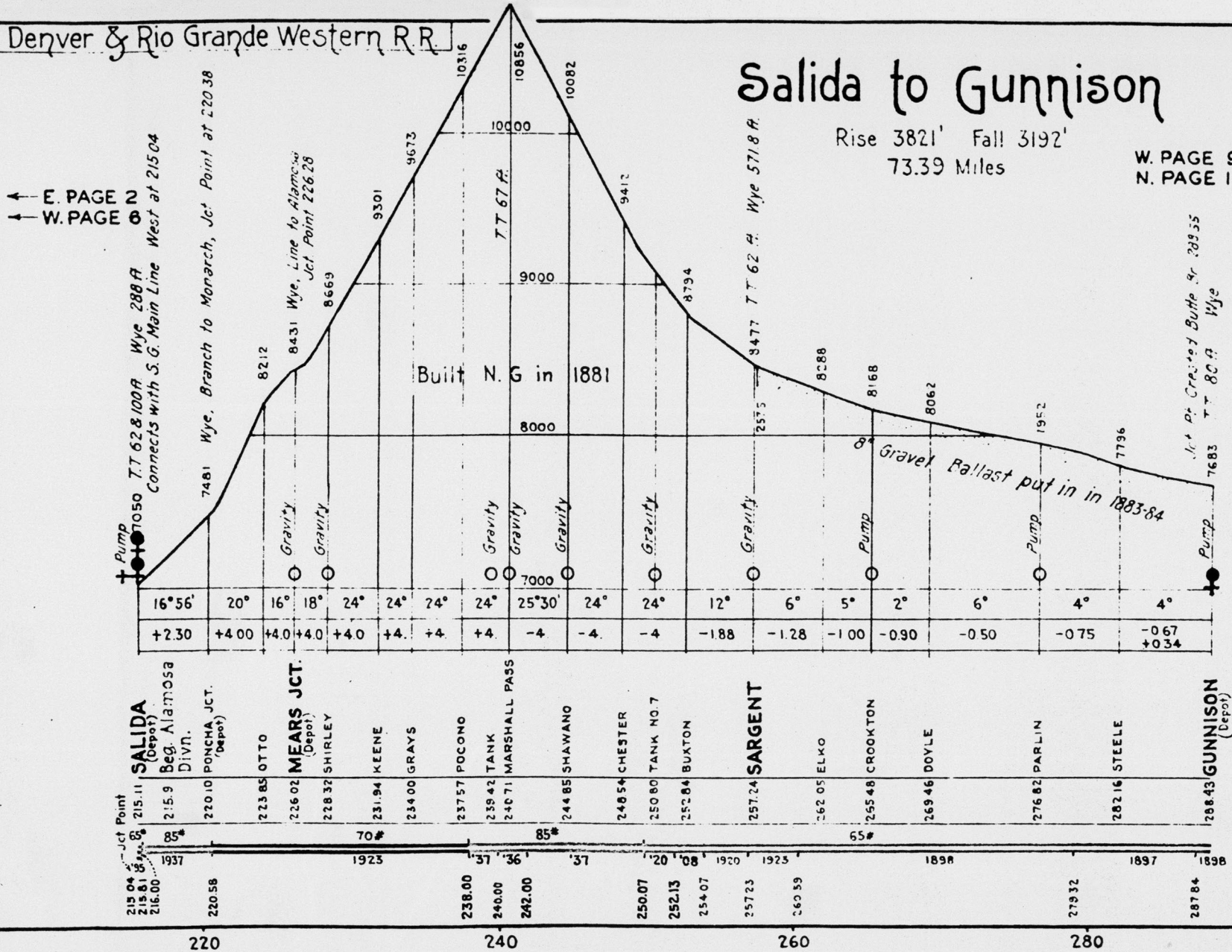
Rise 3821' Fall 3192'
73.39 Miles

W. PAGE 9 →
N. PAGE 10 →

Pitkin Branch

Rise 1709' Fall 2'
17.90 Miles

Leased from: C & S Ry.
2-19-1911 to 9-1-1930
Operated by D&R&W for C&S
after 9-1-1930
Revenue to C & S Ry.



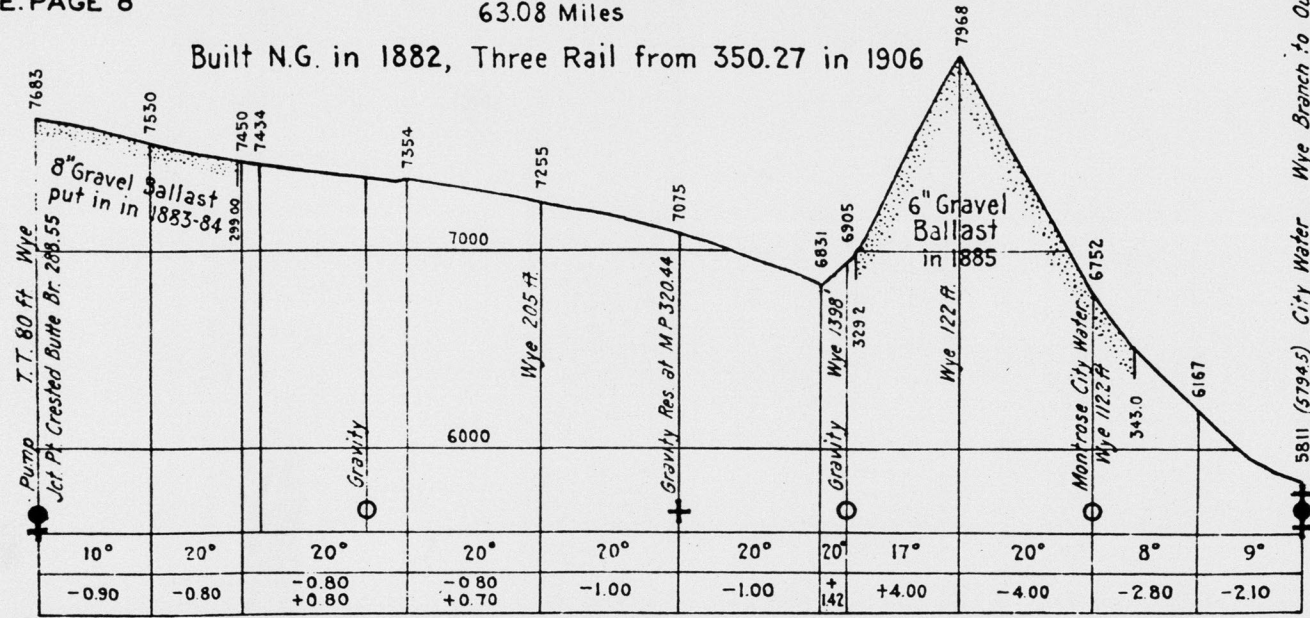
RAIL RECORD

Gunnison to Montrose

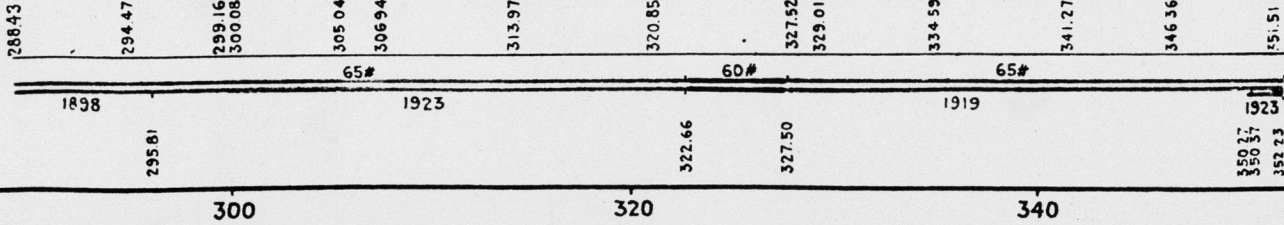
Rise 1161' Fall 3033'
63.08 Miles

Built N.G. in 1882, Three Rail from 350.27 in 1906

← E. PAGE 8



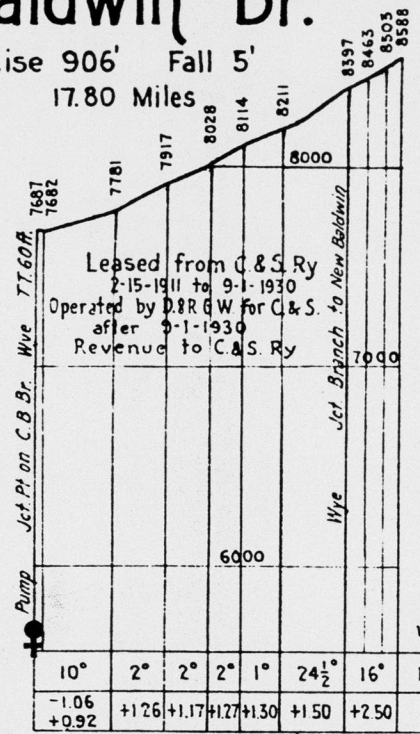
GUNNISON (Depot) 288.43
 294.47 HIERRO
 299.16 IOLA
 300.08 KEZAR
 305.04 HENDERSONVILLE
 306.94 CEBOLLA
SAPINERO 313.97
 320.85 CURECANTI
 327.52 CRYSTAL CREEK
CIMARRON 329.01
 334.59 CERRO SUMMIT
 341.27 CEDAR CREEK
 346.36 FAIRVIEW
MONTROSE (Depot) 351.51
 352.51 North Yd Limit Board
 End of ALAMOSA DIVISION



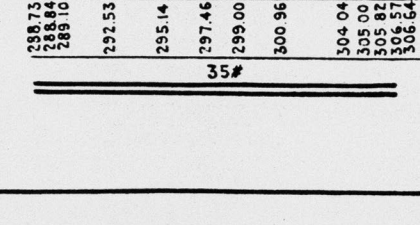
Baldwin Br.

Rise 906' Fall 5'
17.80 Miles

ELEVATIONS

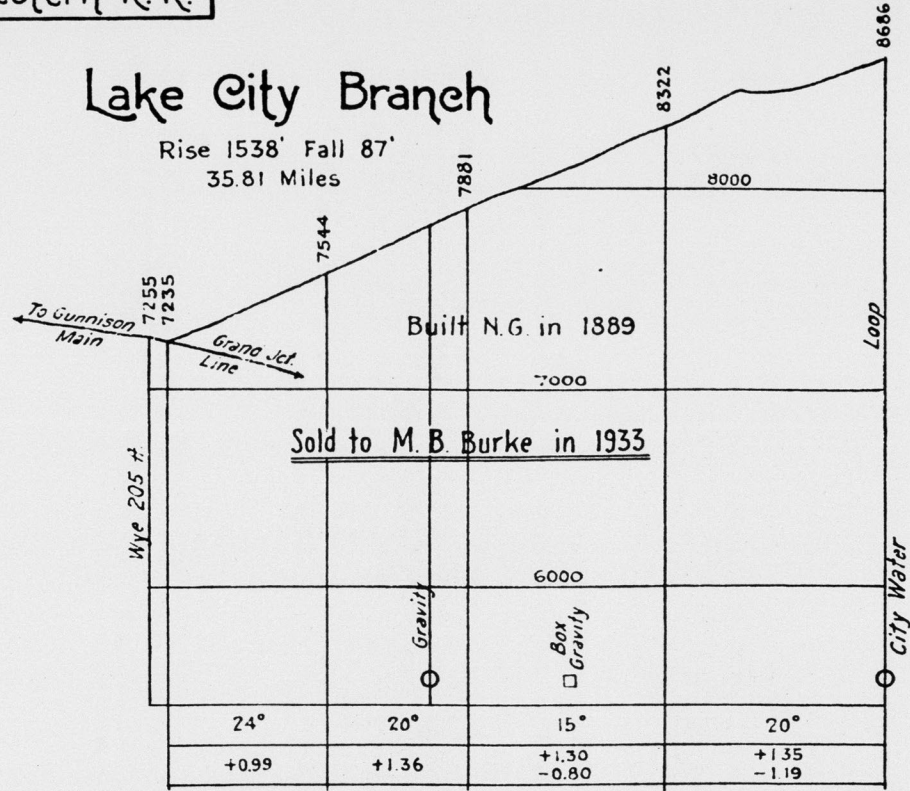


GUNNISON (Depot) 288.75
 288.84 C & S Conn.
 289.10 D & R G.W. XING.
 292.53 VIDAL
 295.14 WYLIE
 297.46 TEACHOUT
 299.00 LEHMAN
 300.96 DOLLARD
 304.04 CASTLETON
 305.00 WALLACE
 305.82 LA PLANT
 306.57 BALDWIN
 306.64 END OF TRACK



Lake City Branch

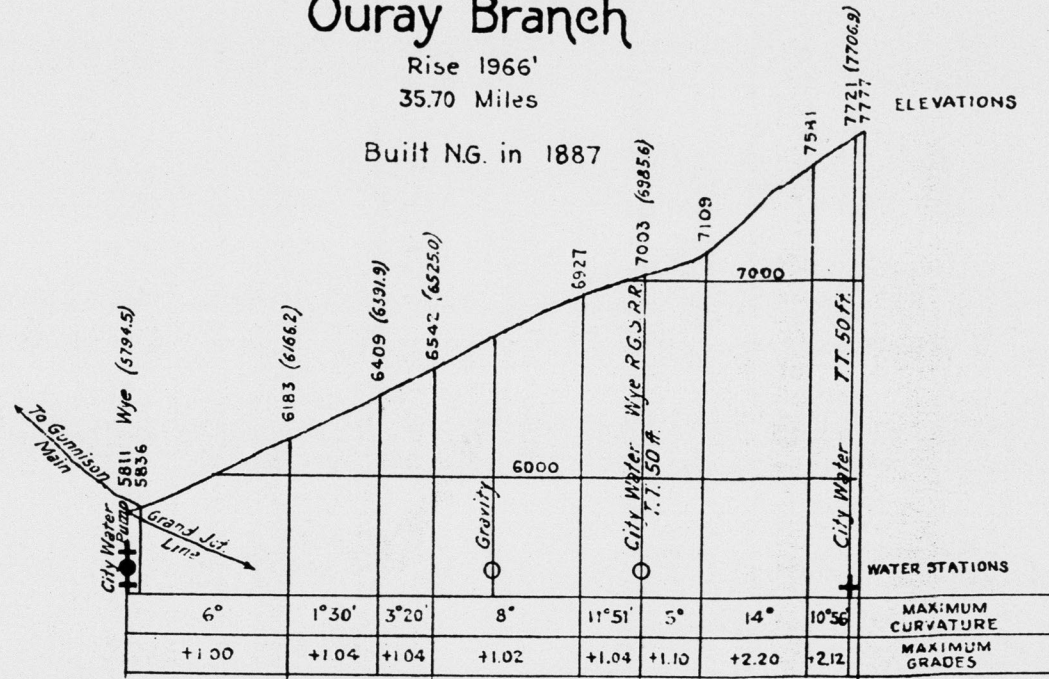
Rise 1538' Fall 87'
35.81 Miles



SAPINERO 314.78 LAKE JUNCTION	BARNUM 322.81	MADERA 328.00	GATE VIEW 329.82	YOU MAN 339.54	LAKE CITY 350.55 End = Point on Loop 350.59
1889	1889	1889	1889	1889	1889
315.83	326.59	326.70	332.22	332.36	334.68
316.42	326.70	326.70	332.22	332.36	334.68
316.66	326.70	326.70	332.22	332.36	334.68
1929	1929	1929	1929	1929	1929
319.84	326.59	326.70	332.22	332.36	334.68
320.55	326.59	326.70	332.22	332.36	334.68

Ouray Branch

Rise 1966'
35.70 Miles



MONTROSE 351.51 352.16 OURAY JUNC.	UNCOMPAGRE 359.54	COLONA 363.84	ELDREDGE 366.50	COW CREEK 368.64	DALLAS 374.36	RIDGWAY 377.08	PIEDMONT 380.09	WANAKAH SMTR. 385.14	OURAY 387.41 387.86 End
1926	1926	1926	1926	1927	26	27	1919	1919	57
352.75	359.54	363.84	366.50	368.41	372.89	374.66	377.05	386.01	387.49
352.75	359.54	363.84	366.50	368.41	372.89	374.66	377.05	386.01	387.49

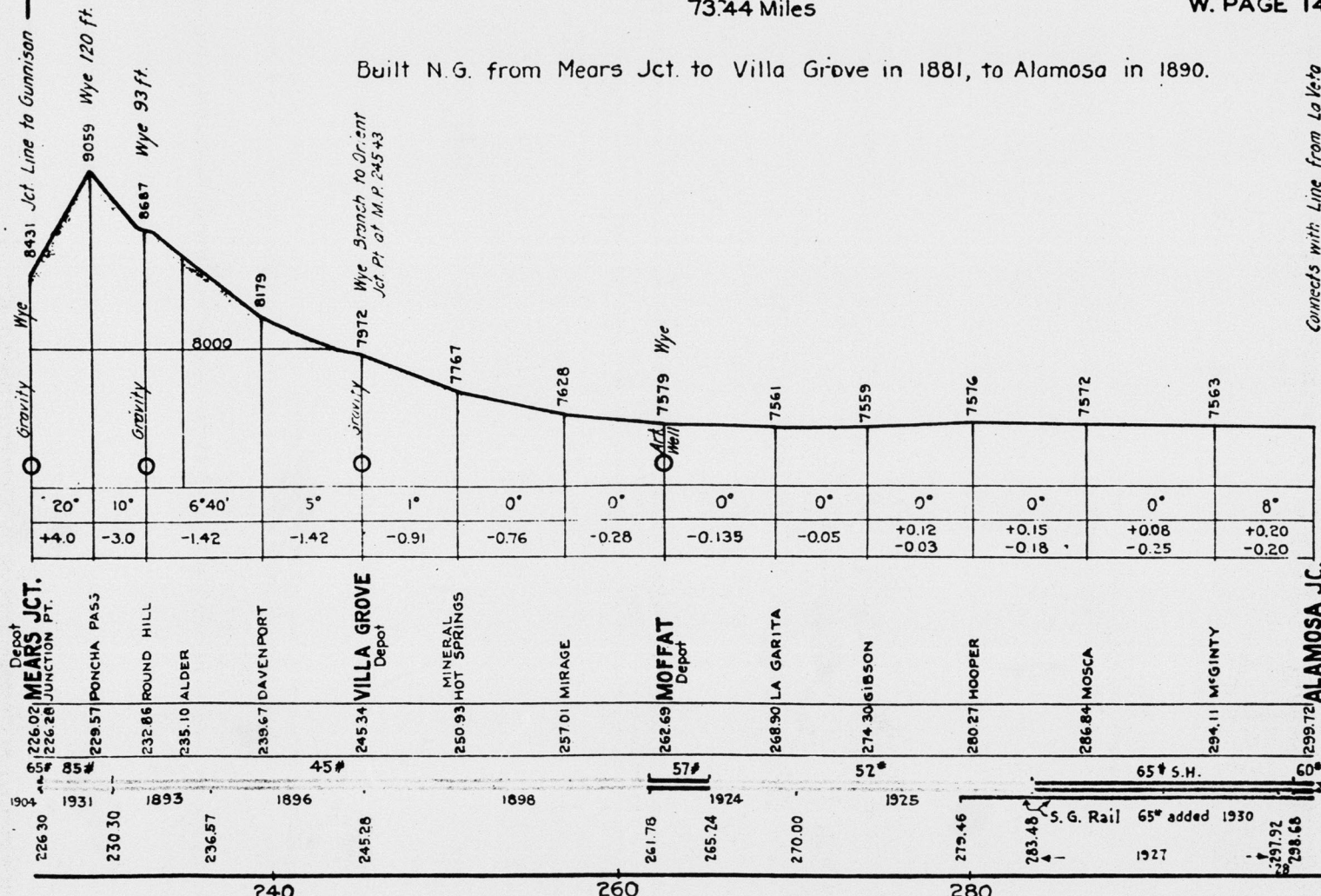
RAIL RECORD

Mears Junction to Alamosa

Rise 682' Fall 1567'
73.44 Miles

E. PAGE 5A →
S. PAGE 15 →
W. PAGE 14 →

Built N.G. from Mears Jct. to Villa Grove in 1881, to Alamosa in 1890.



Connects with Line from La Veta
M.P. 299.72 Via Salida + 250.99 via Laleta

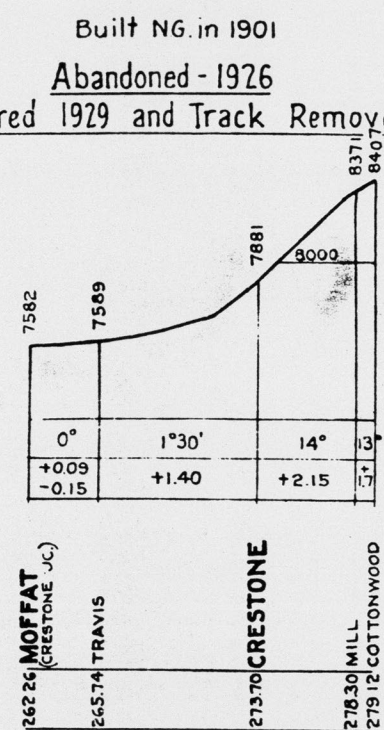
Crestone Branch

Rise 827' Fall 2'
16.96 Miles

Built N.G. in 1901

Abandoned - 1926

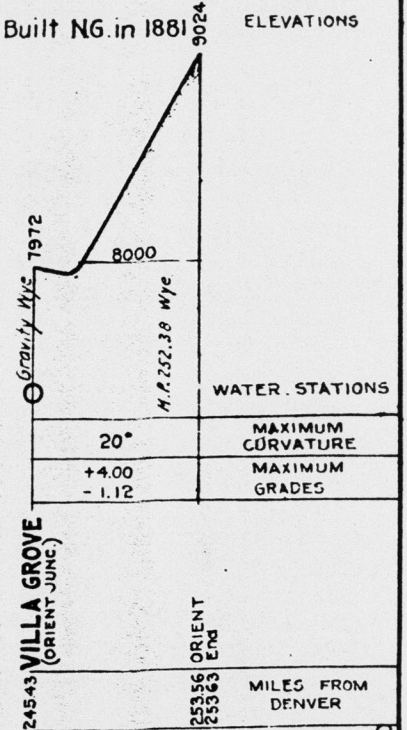
Retired 1929 and Track Removed



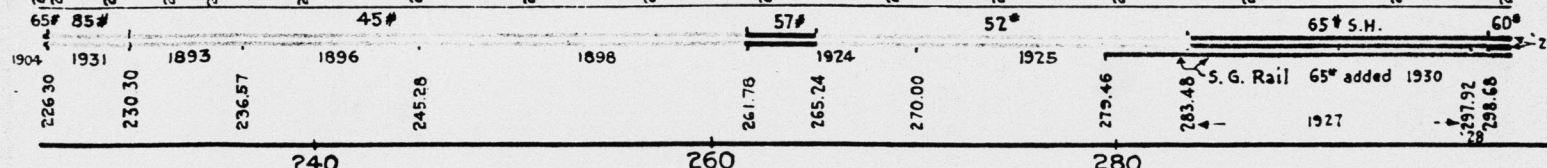
Orient Branch

Rise 1153' Fall 101'
8.20 Miles

Built N.G. in 1881



Depot
MEARS JCT.
226.02
226.28
JUNCTION PT.



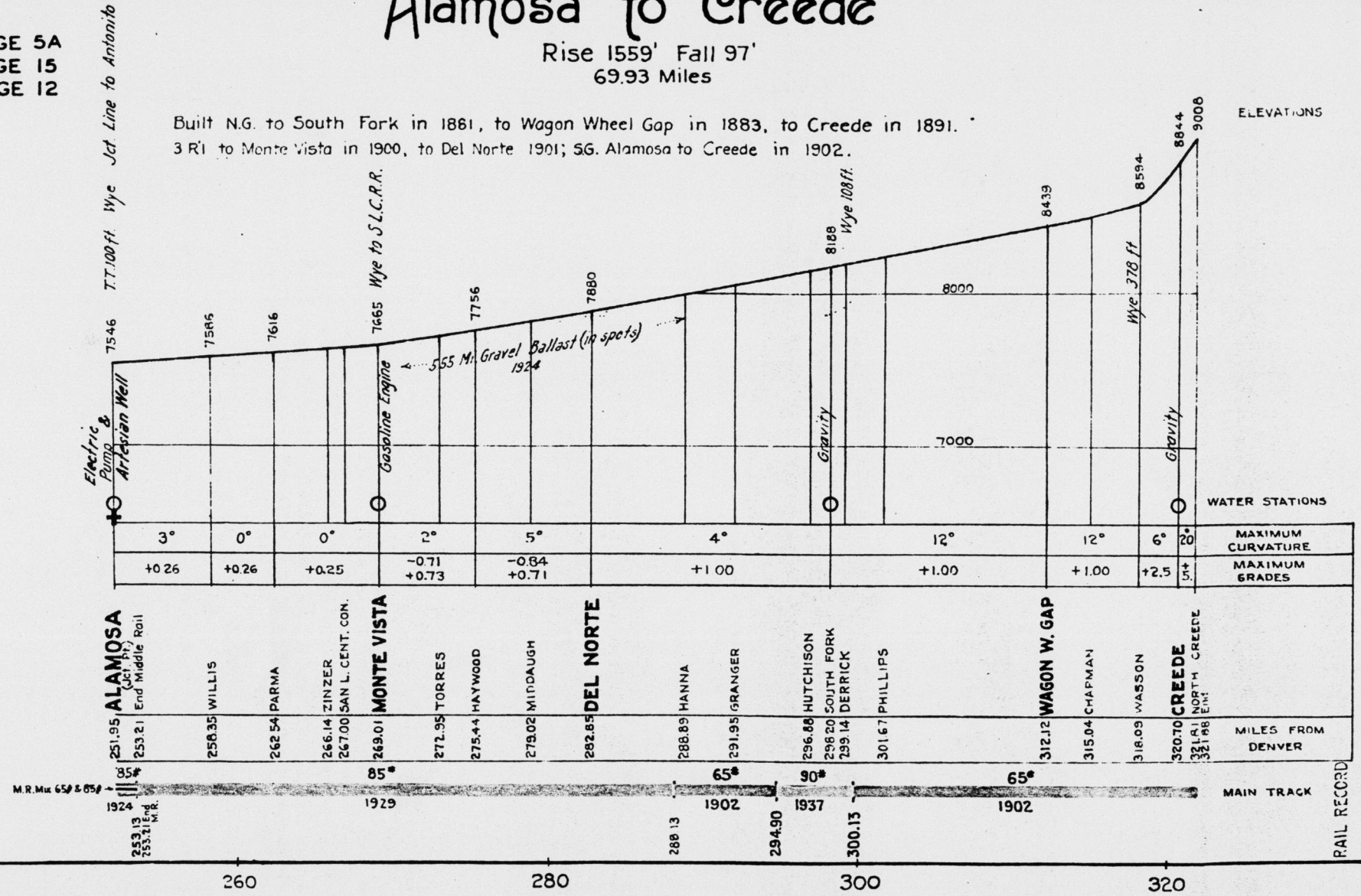
RAIL RECORD

Alamosa to Creede

Rise 1559' Fall 97'
69.93 Miles

- ← E. PAGE 5A
- ← S. PAGE 15
- ← N. PAGE 12

Built N.G. to South Fork in 1861, to Wagon Wheel Gap in 1883, to Creede in 1891.
3 R1 to Monte Vista in 1900, to Del Norte 1901; SG. Alamosa to Creede in 1902.



Miles from Denver	Station Name	Year
251.95	ALAMOSA (Jct. Ft.)	1924
259.21	End Middle Rail	
258.35	WILLIS	
262.54	PARMA	
266.14	ZINZER	
267.00	SAN L. CENT. CON.	
269.01	MONTE VISTA	1929
272.95	TORRES	
275.44	HAYWOOD	
279.02	MINDAUGH	
282.85	DEL NORTE	
288.89	HANNA	1902
291.95	GRANGER	
296.88	HUTCHISON	1937
296.20	SOUTH FORK	
299.14	DERRICK	
301.67	PHILLIPS	
312.12	WAGON W. GAP	1902
315.04	CHAPMAN	
318.09	WASSON	
320.70	CREEDE	
321.41	NORTH CREEDE	
321.88	END	

M.R. No. 659 & 659
1924
253.13
253.21 End M.R.

RAIL RECORD

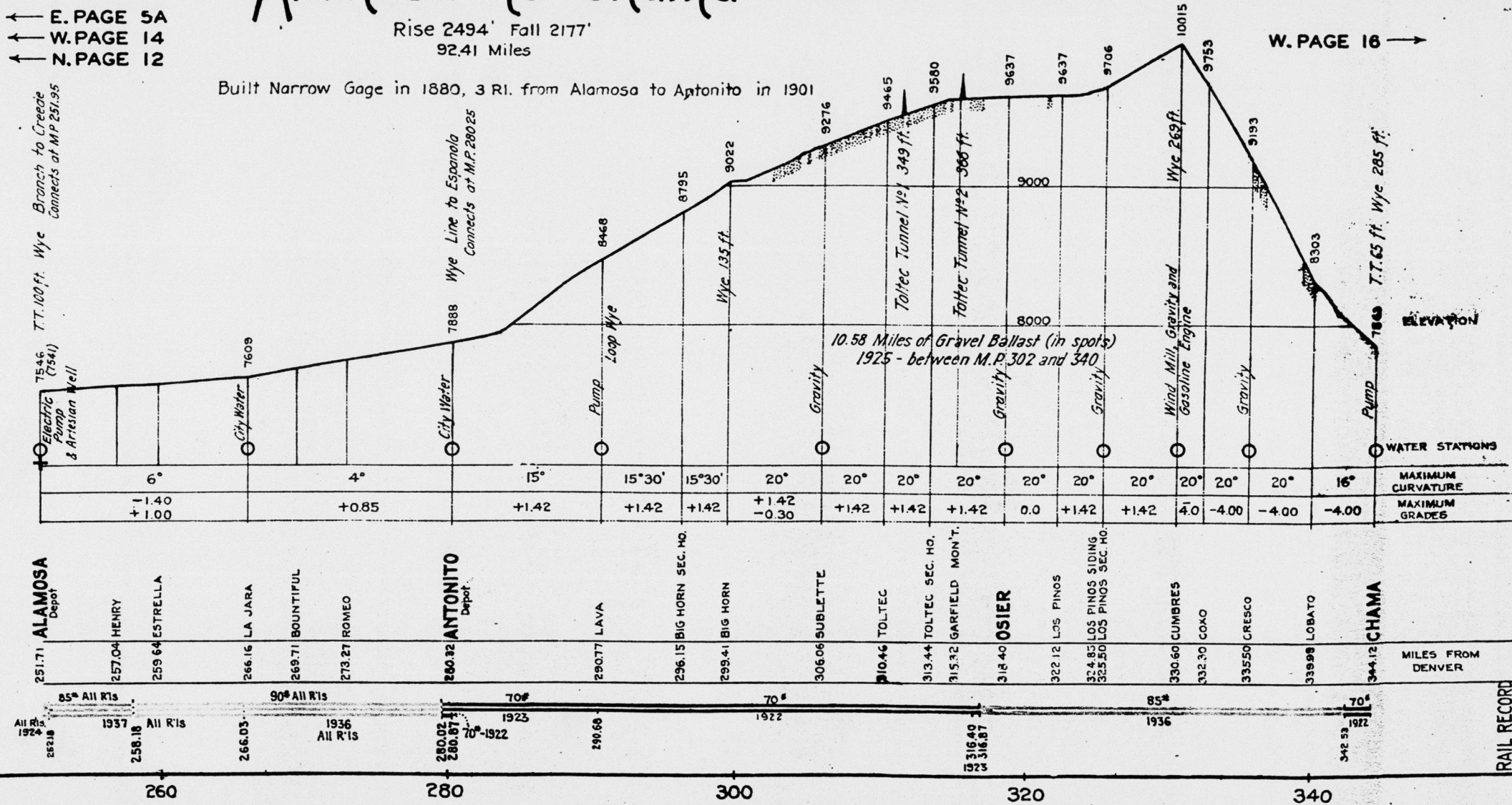
Alamosa to Chama

Rise 2494' Fall 2177'
92.41 Miles

← E. PAGE 5A
← W. PAGE 14
← N. PAGE 12

W. PAGE 16 →

Built Narrow Gage in 1880, 3 R.I. from Alamosa to Antonito in 1901



6°	4°	15°	15°30'	15°30'	20°	20°	20°	20°	20°	20°	20°	20°	20°	20°	16°
-1.40	+0.85	+1.42	+1.42	+1.42	+1.42	+1.42	+1.42	+1.42	0.0	+1.42	+1.42	4.0	-4.00	-4.00	-4.00
+1.00					-0.30										

ALAMOSA Depot	HENRY	ESTRELLA	LA JARA	BOUNTIFUL	ROMEO	ANTONITO Depot	LAVA	BIG HORN SEC. HO.	BIG HORN	SUBLETTE	TOLTEC	TOLTEC SEC. HO.	GARFIELD MON'T.	OSIER	LOS PINOS	LOS PINOS SIDING	LOS PINOS SEC. HO.	CUMBRES	COXO	CRESCO	LOBATO	CHAMA
251.71	257.04	259.64	266.16	269.71	273.27	280.32	290.77	296.15	299.41	306.06	310.46	313.44	315.32	318.40	322.12	324.85	325.50	330.60	332.30	335.50	339.98	344.12

85° All R's	90° All R's	70°	70°	85°	70°
1924	1937	1923	1922	1936	1922
258.18	266.03	280.02	280.67	316.40	342.53
262.18	268.03	280.02	280.67	316.87	342.53

RAIL RECORD

Chama to Durango

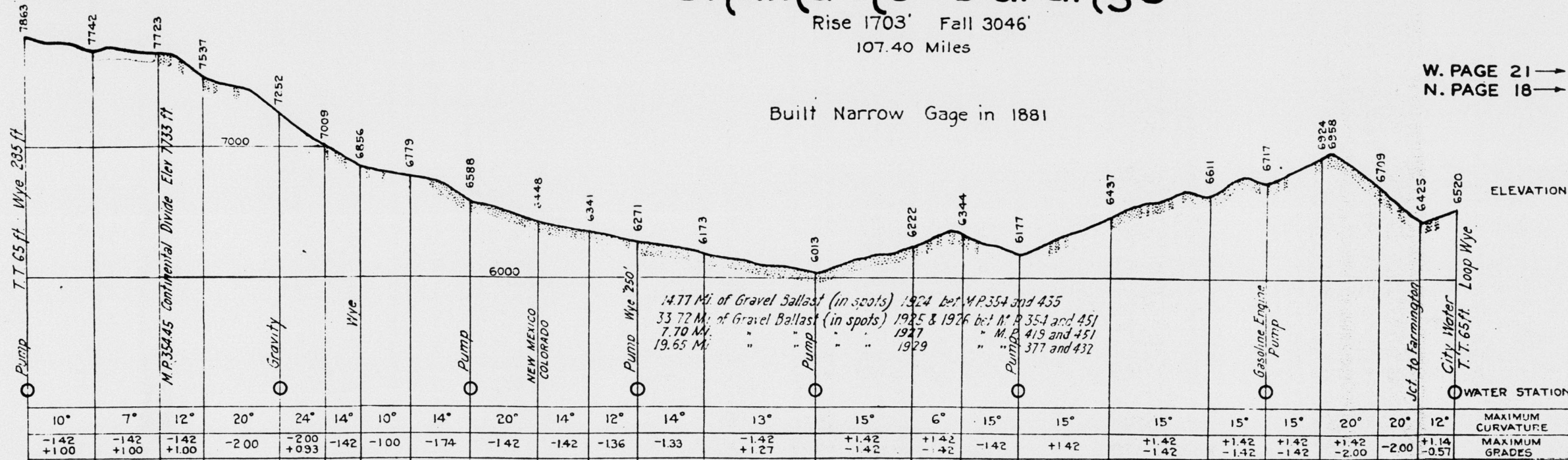
Rise 1703' Fall 3046'

107.40 Miles

Built Narrow Gage in 1881

W. PAGE 21 →
N. PAGE 18 →

← E. PAGE 15



14.77 Mi. of Gravel Ballast (in spots) 1924 bet M.P. 354 and 455
 33.72 Mi. of Gravel Ballast (in spots) 1925 & 1926 bet M.P. 354 and 451
 7.70 Mi. " " " " 1927 " " M.P. 419 and 451
 19.65 Mi. " " " " 1929 " " " " 377 and 432

MILES FROM DENVER	STATION NAME	GRADE	CURVATURE
344.12	CHAMA	10°	-1.42
349.20	WILLOW CREEK	7°	-1.42
354.01	AZOTEA	12°	-1.42
357.53	AZOTEA SEC. HO.	20°	-2.00
363.47	MONERO	24°	-2.00
366.89	AMARGO	14°	+0.93
369.55	LUMBERTON	10°	-1.42
373.33	DULCE	14°	-1.00
377.66	NAVAJO	20°	-1.74
383.00	STATE LINE	14°	-1.42
386.73	JUANITA	12°	-1.42
390.36	PAGOSA	14°	-1.36
395.23	CARRACAS	13°	-1.33
403.63	ARBOLES	15°	-1.42
410.81	ALLISON	6°	+1.42
414.34	TIFFANY	15°	-1.42
418.86	LA BOCA	15°	-1.42
425.74	IGNACIO	15°	+1.42
432.90	OXFORD	15°	+1.42
437.29	FLORIDA	15°	-1.42
441.59	FALFA	15°	+1.42
445.87	BOCEA	20°	-1.42
449.13	CARBON JCT.	20°	+1.42
451.52	DURANGO	12°	-2.00

1922

366.62

70#

1923

65#

MAIN TRACK

1906

RAIL RECORD

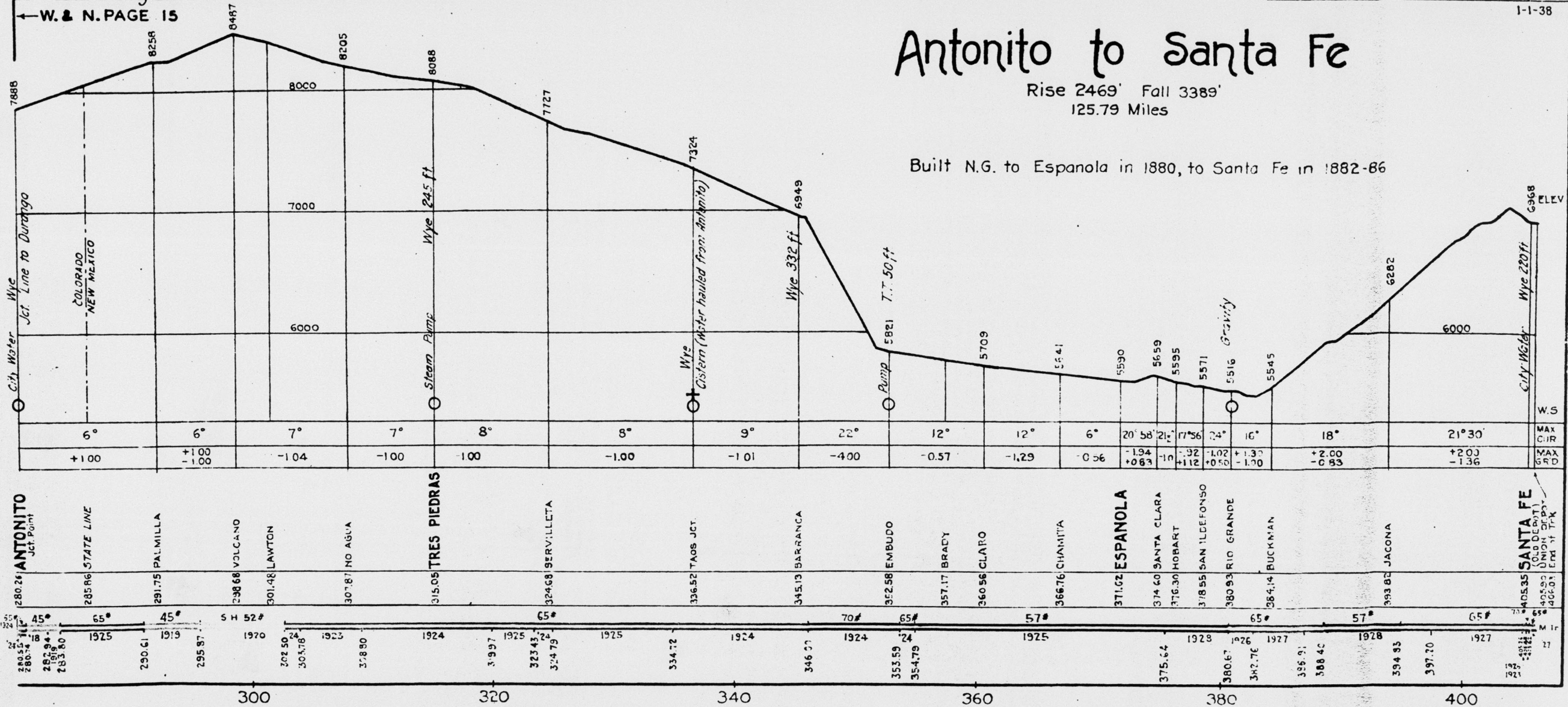
← W. & N. PAGE 15

1-1-38

Antonito to Santa Fe

Rise 2469' Fall 3389'
125.79 Miles

Built N.G. to Espanola in 1880, to Santa Fe in 1882-86



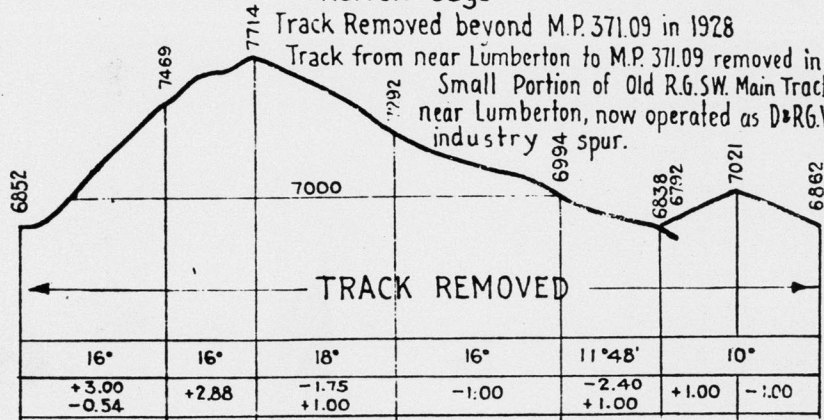
Station Name	Elevation (ft)	Milepost
ANTONITO Jct. Point	7888	0.00
STATE LINE	285.86	0.15
PALMILLA	291.75	0.25
VOLCANO	298.68	0.35
LAWTON	301.48	0.45
NO AGUA	307.87	0.55
TRES PIEDRAS	315.05	0.65
SERVILETA	324.68	0.75
TAOS JCT.	336.52	0.85
BARRANCA	345.13	0.95
EMBUDO	352.58	1.05
BRADY	357.17	1.15
CLARO	360.56	1.25
CHAMITTA	366.76	1.35
ESPAÑOLA	371.62	1.45
SANTA CLARA	374.60	1.55
HOBART	376.30	1.65
SAN ILDEFONSO	378.55	1.75
RIO GRANDE	380.93	1.85
BUCKMAN	384.14	1.95
JACONA	393.82	2.05
SANTA FE (OLD DEPOT)	405.35	2.15

Rio Grande & Southwestern R.R.

40.97 Miles
33.16 Miles built in 1903
7.81 " " " 1918

Narrow Gage

Track Removed beyond M.P. 371.09 in 1928
Track from near Lumberton to M.P. 371.09 removed in 1929
Small Portion of Old R.G.S.W. Main Track near Lumberton, now operated as D.R.G.W. industry spur.

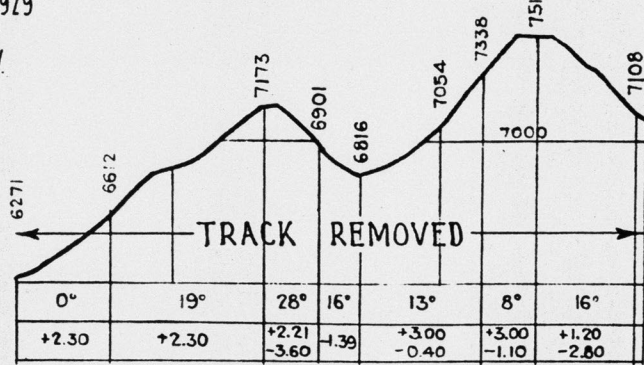


LUMBERTON 369.76 R.G. & S.W. JCT.	MUNDO 377.12	HILLCREST 381.76	LAGO 389.76	HORSE LAKE JCT. 396.96	GALLINA JCT. 401.97 EL VADO 402.92	TOP OF HILL 405.80	GALLINAS MT. 409.78
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Pagosa Springs Branch

Rise 1672' Fall 835'
30.85 Miles

Built N.G. in 1900
Retired and Track Removed in 1936

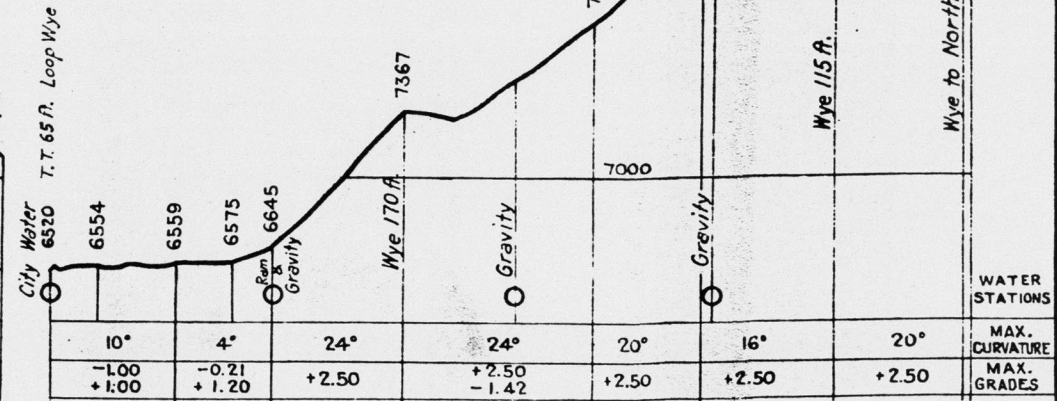


PAGOSA JCT. 390.29	KEARNS 398.13	ALTURA 402.84	HALL 405.58	DYKE 407.47	NUTRIA 411.34	SUNETHA 416.31	PAGOSA SPGS. 421.14
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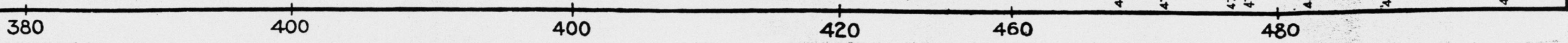
Silverton Branch

Rise 2897' Fall 117'
45.61 Miles

Built N.G. in 1882



DURANGO 451.52	ANIMAS CITY 453.95	HOME RANCH 457.86	TRIMBLE 460.69	HERMOSA 462.52	ROCKWOOD 469.09	WATER TANK 474.61	CASCADE 478.44	NEEDLETON 484.40 WATER TANK	ELK PARK 490.47	SILVERTON 496.70 End of Trk.
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Montrose to Grand Junction

Rise 47' Fall 1275'
72.46 Miles

Built Narrow Gauge in 1882.
Standard Gauge in 1906 (3 Rail M.P. 350.27 to 352.26)

North Fork Branch

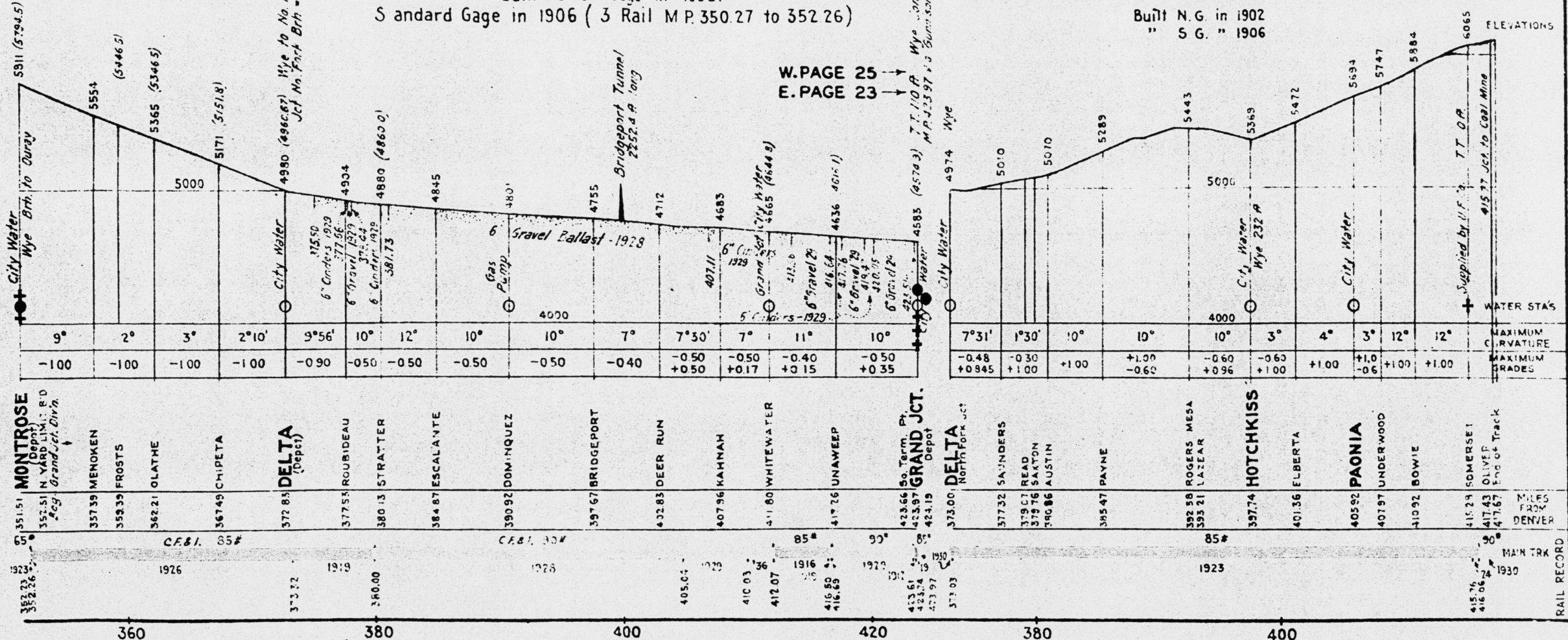
Rise 1283' Fall 175'
43.06 Miles

Built N.G. in 1902
" S.G. " 1906

Main Line Jct. 350.96 -
Oureay Brn 352.16

E. PAGE 9

W. PAGE 25
E. PAGE 23



Station	Location	Year	Notes
351.51	MONTROSE (Depot)	1923	
357.39	MENOKEN	1926	
362.21	OLATHE	1919	
367.49	CHIPETA	1926	
372.85	DELTA (Depot)	1923	
377.53	ROUBIDEAU	1919	
380.13	STRATTER	1900	
384.87	ESCALANTE	1923	
390.92	DOMINQUEZ	1923	
397.67	BRIDGEPORT	1923	
402.83	DEER RUN	1916	
407.96	KAHNAH	1916	
411.80	WHITEWATER	1916	
417.26	UNAWEEP	1916	
423.66	50 Term. Pt.	1916	
423.97	GRAND JCT. Depot	1916	
424.19		1916	
433.00	DELTA North Fork Jct	1923	
437.32	SAUNDERS	1923	
437.74	READ	1923	
437.74	SAKTON	1923	
437.74	AUSTIN	1923	
437.74	PAYNE	1923	
437.74	ROGERS MESA	1923	
437.74	LAZEAR	1923	
437.74	HOTCHKISS	1923	
437.74	ELBERTA	1923	
437.74	PAONIA	1923	
437.74	UNDERWOOD	1923	
437.74	BOWIE	1923	
437.74	SOMERSET	1923	
437.74	OLIVER	1923	
437.74	End of Track	1923	

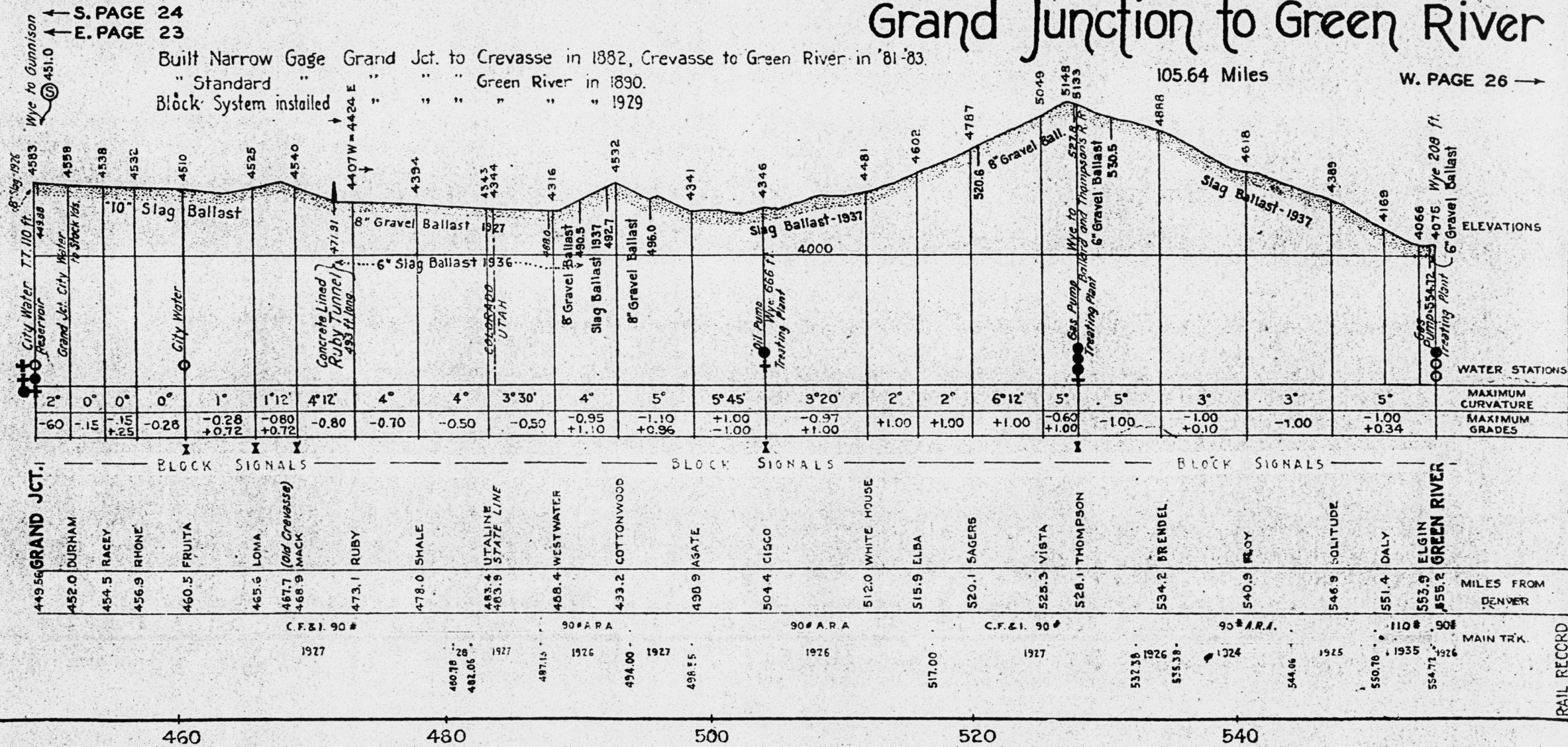
MILES FROM DENVER
RAIL RECORD

Grand Junction to Green River

Built Narrow Gage Grand Jct. to Crevasse in 1882, Crevasse to Green River in '81-'83.
 " Standard " " " Green River in 1890.
 Block System installed " " " " " 1929

105.64 Miles

W. PAGE 26 →

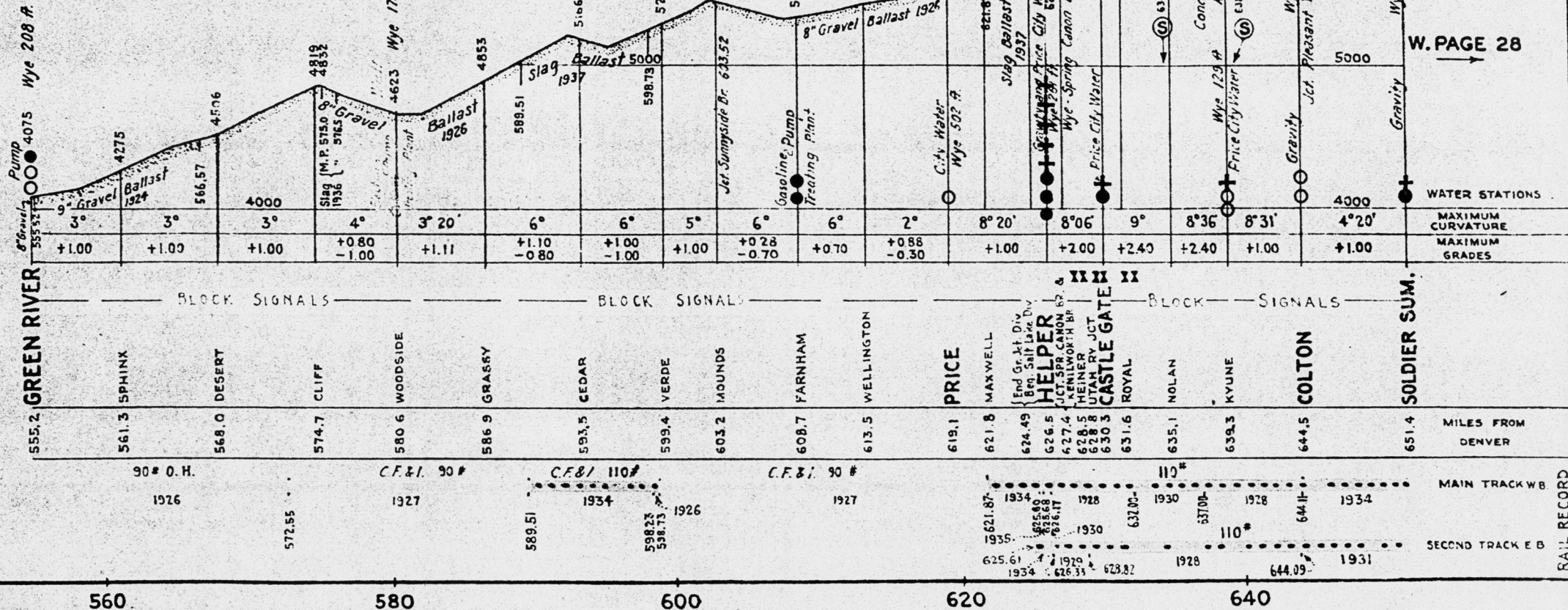


Green River to Soldier Summit

96.20 Miles

← E. PAGE 25

Original Line built N.G. in 1881-83, S.G. in 1890.
 Second Track Helper to Castle Gate and Kyune to Colton built in 1909.
 " " Castle Gate to Kyune built in 1912-13
 " " Colton to Soldier Summit built in 1906
 Block System: installed Maxwell to Soldier Summit in 1928
 " " Green River to Maxwell in 1929



W. PAGE 28

RAIL RECORD

560 580 600 620 640

Ballard & Thompson R.R.

GRAND JCT. DIVN.

UTAH RAILWAY-CO'S.
Castle Gate - Black Hawk Branch
Built S.G. in 1914

5.21 Miles
Built S.G. in 1914
(Grand Junction Divn.)

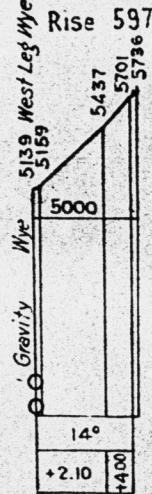
Sunnyside Branch

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

Kenilworth Br.
5.34 Miles
Built S.G. in 1926

Spring Canon Branch
7.33 Miles
Fall 11'

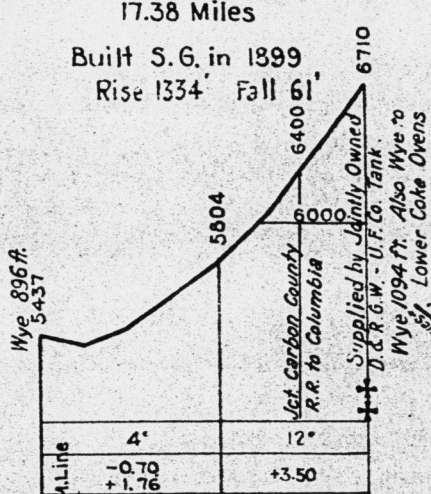
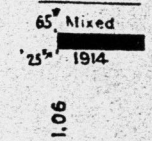
Pleasant Valley Branch
21.54 Miles
Rise 1066' Fall 3'



THOMPSON Jct. Pt. End D. & R.G.W. R.R. S.M.P. 527.95

SEGO END

0.00	0.26	3.41	4.92	5.21
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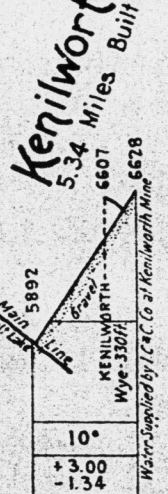
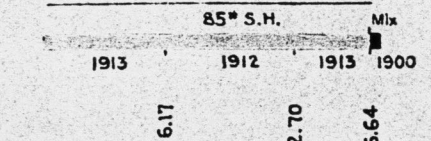
MOUNDS Jct. Point M.P. 603.52 M. Line

WHITE'S

COLUMBIA JCT.

SUNNYSIDE End of Track

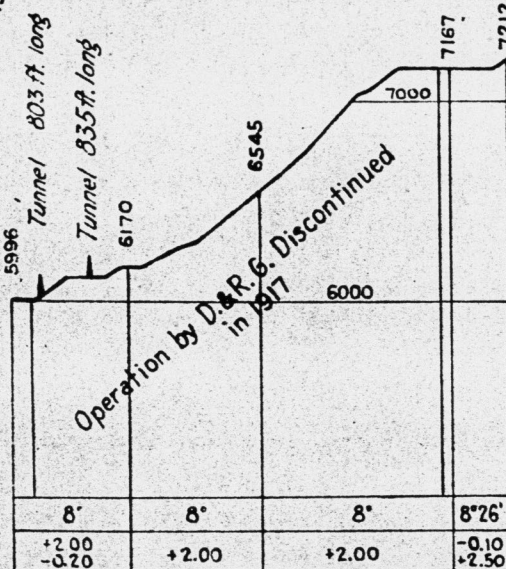
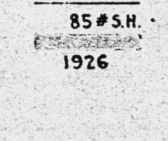
0.00	9.38	12.78	16.87	17.38
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KENILWORTH JCT.

End of Track

627.39	632.73
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UTAH RY. JCT.

MARTIN

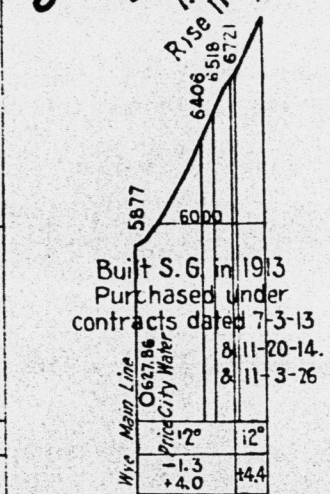
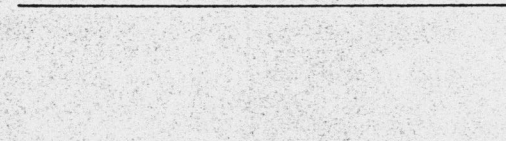
WILDCAT

HEALY

HIAWATHA End of Utah Ry. Trk.

MOHRLAND End of Track

0.00	1.10	6.20	12.90	22.20	22.71	25.70	25.90
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SPR CAN JCT. M.P. 621.36 Main Line

PEERLESS

SPRING CANON

STANFORDVILLE

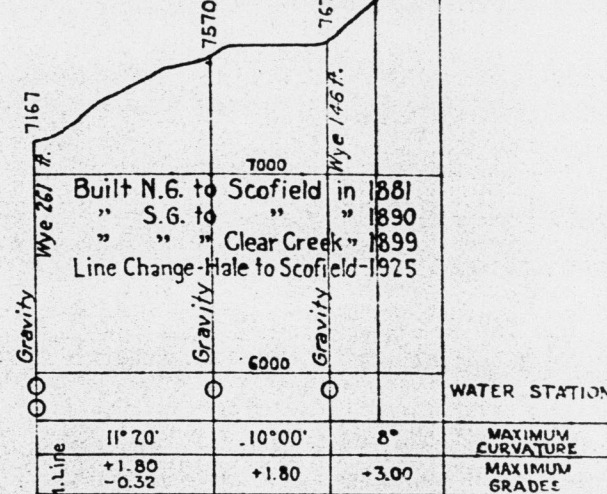
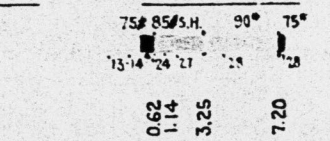
MAPLE CREEK JCT

BAINING JCT.

MUTUAL JCT.

END DARGO TRACK

0.00	3.50	4.13	5.06	5.80	6.33	6.74	7.33
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COLTON Jct. Pt. M.P. 644.38 M. Line

HALE

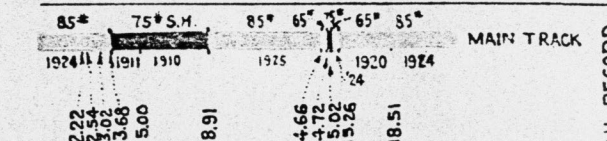
RESERVOIR

SCOFIELD

UTAH MINE

CLEAR CREEK End of Track

0.00	8.89	10.22	15.20	17.71	21.12	21.54
------	------	-------	-------	-------	-------	-------



RAIL RECORD

Soldier Summit to Salt Lake

93.70 Miles

Original Line built N.G. Sold.Sum. to near Detour, purchased N.G. from near Detour to Springville, and built N.G. Springville to Salt Lake in 1881-83. Standard Gage Soldier Summit to Salt Lake in 1890.

Second Track, Sold.Sum. to near Detour (Orig. Line) built in 1897. Double Track Soldier Summit to Detour re-constructed on new location in 1913.

Second Track, Detour to Thistle built in 1912, Thistle to Provo in 1914, and Midvale to Salt Lake in 1933.

Second Track, M.P. 680.97 to 700.59, 20.62 Miles, owned by Utah Ry. Co.

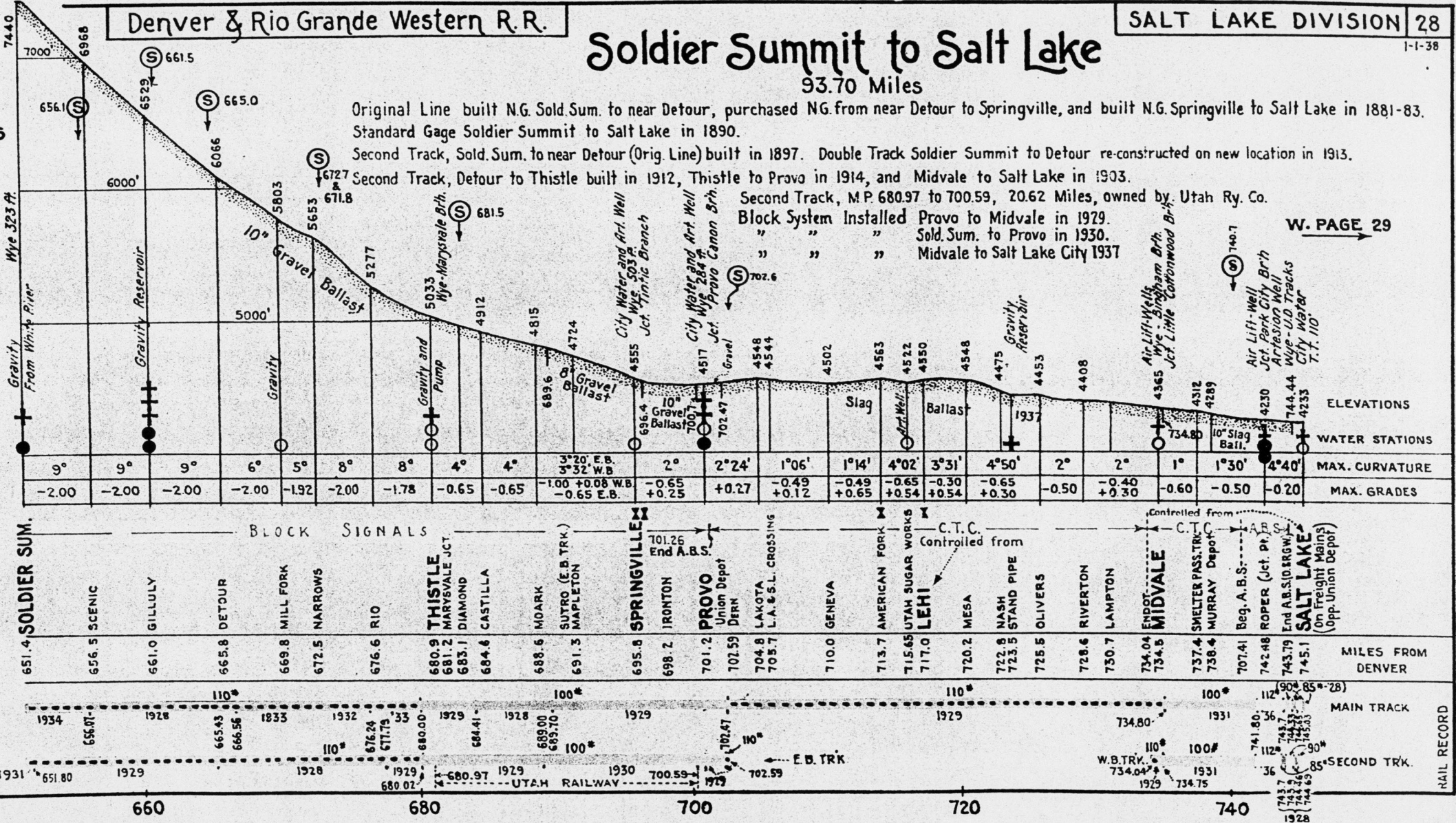
Block System Installed Provo to Midvale in 1929.

" " " Sold.Sum. to Provo in 1930.

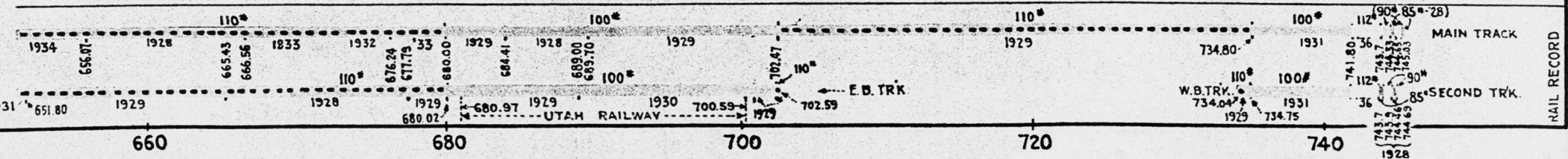
" " " Midvale to Salt Lake City 1937

← E. PAGE 26

W. PAGE 29 →



SOLDIER SUM.



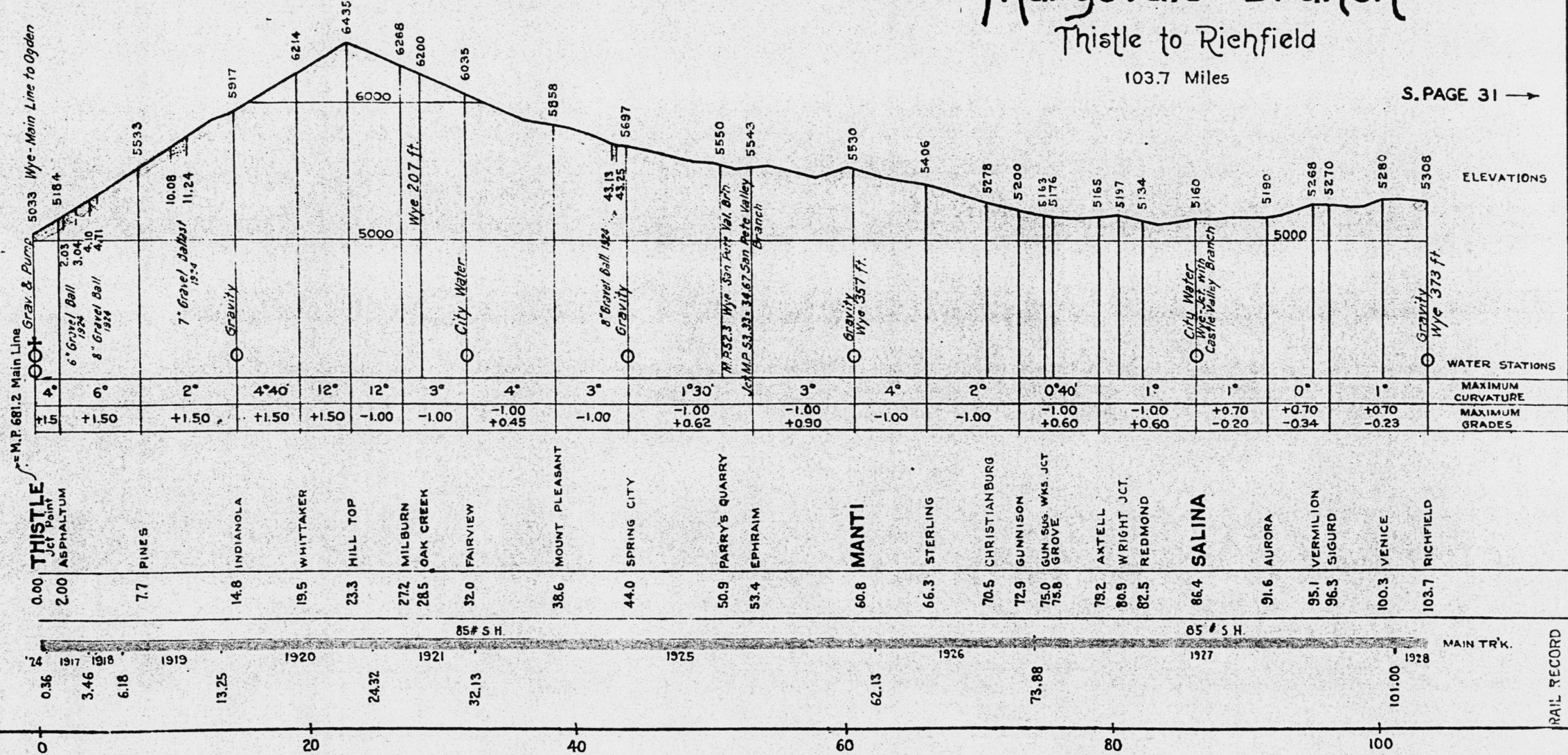
Built N.G. to Manti in 1890
 " S.G. " Salina " 1891
 " S.G. " Richfield " 1896

← E. & W. PAGE 28

A Portion of ~
Marysville Branch
 Thistle to Richfield

103.7 Miles

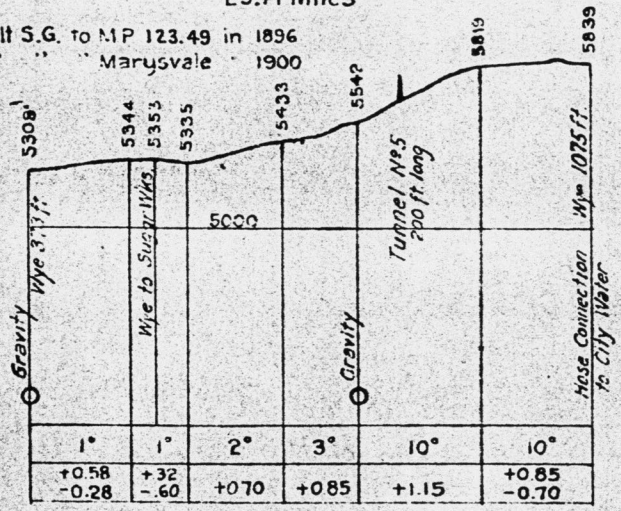
S. PAGE 31 →



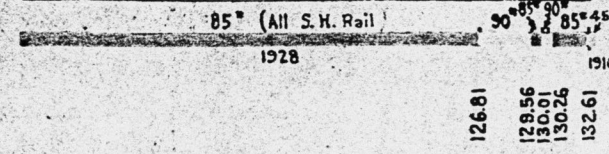
RAIL RECORD

← N. PAGE 30 A Portion of ~
Marysvale Branch
Richfield to Marysvale
29.11 Miles

Built S.G. to MP 123.49 in 1896
" " " " Marysvale 1900

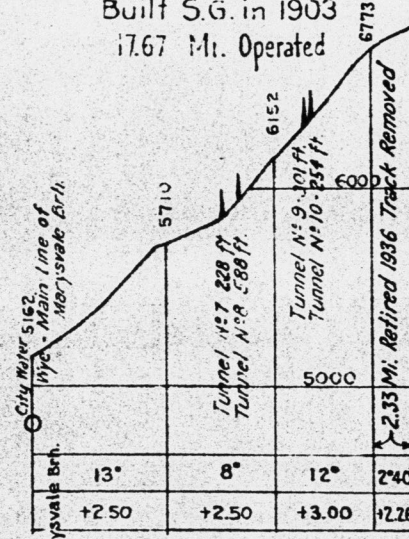


109.7	108.7	110.0	111.7	116.5	120.5	126.6	132.2	132.81
RICHFIELD	CENTRAL	NIBLEY	ELSINORE	JOSEPH	SEVIER	BELKNAP	MARYSVALE	End of Track

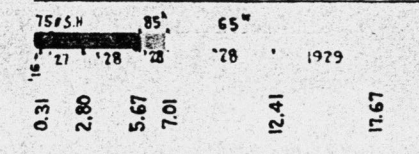


Castle Valley Branch

Built S.G. in 1903
17.67 Mi. Operated



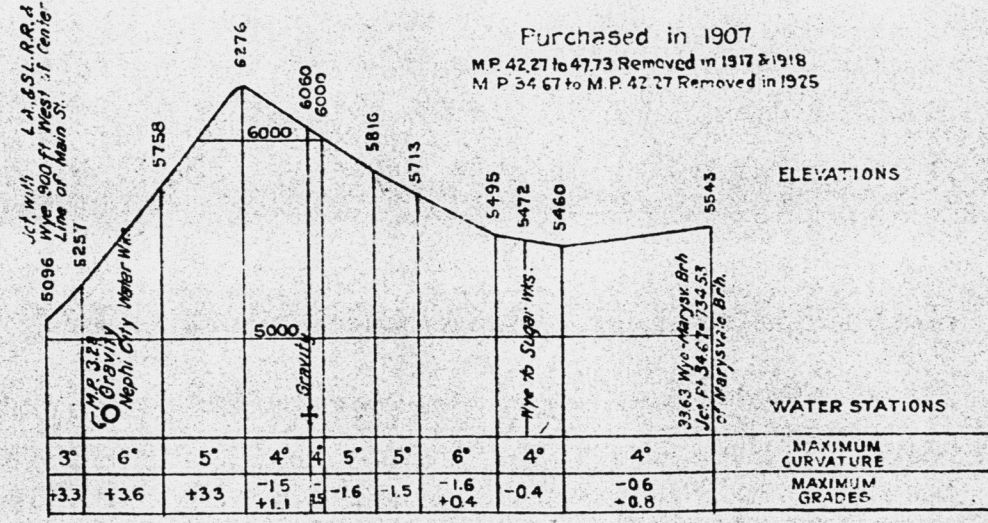
0.00	7.9	11.8	13.8	17.5	20.00
SALINA	GOOSEBERRY	SAW TOOTH	SUMNER	CRYSTAL	NIOCHE



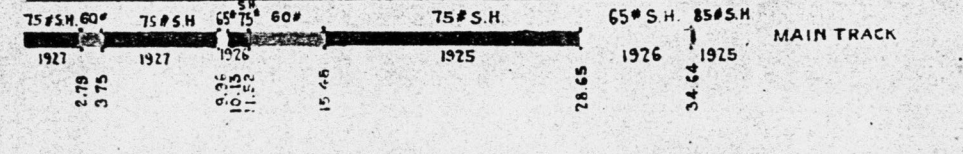
San Pete Valley Branch

34.67 Miles

Purchased in 1907
M.P. 42.27 to 47.73 Removed in 1917 & 1918
M.P. 34.67 to M.P. 42.27 Removed in 1925



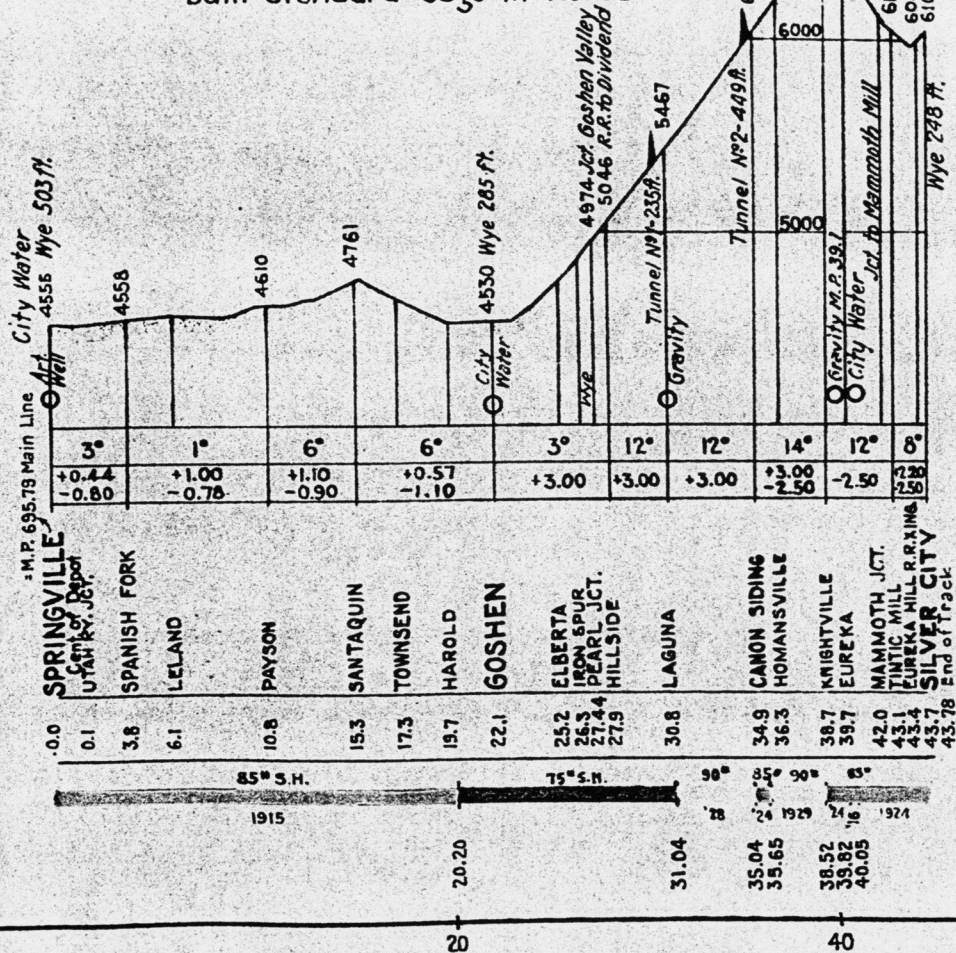
0.00	1.98	5.98	10.06	13.57	17.06	19.41	23.36	24.80	26.75	34.67
NEPHI	GYP SUM MILL	NEBO JCT.	DIVIDE	PHOENIX MILL	CEDAR CLIFFS	FREEDOM	MORONI	LARSEN	CHESTER	EPHRAIM



RAIL RECORD

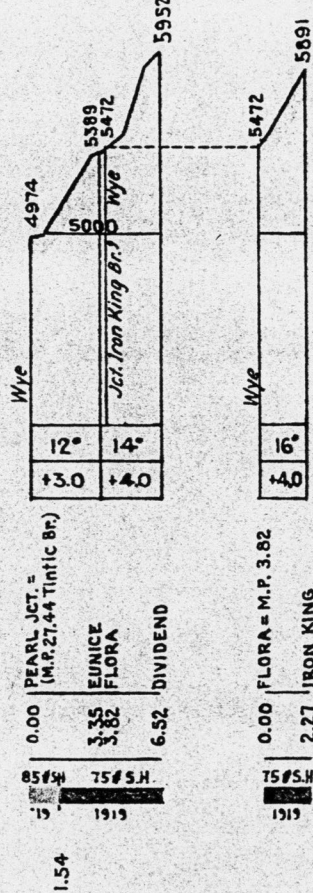
Tintie Branch

43.79 Miles
Built Standard Gage in 1891-92



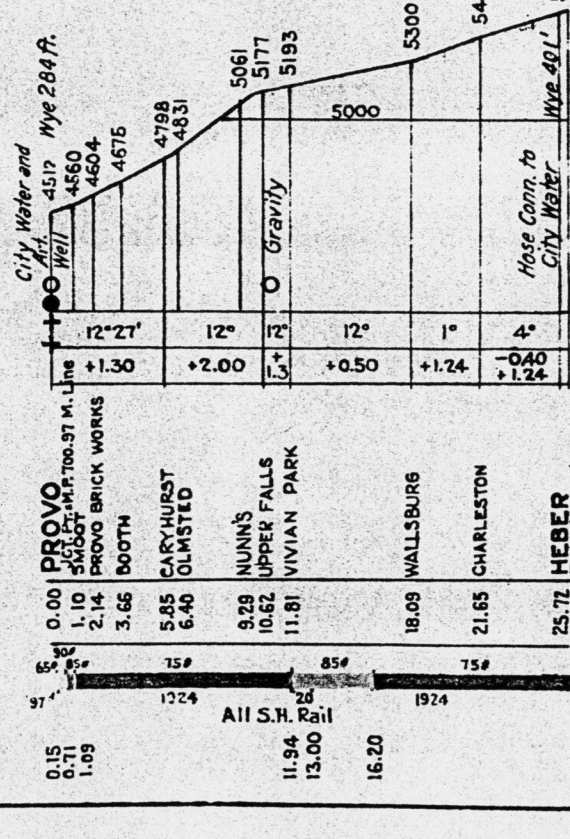
Goshen Valley R.R.

Built S.G. in 1919
6.52 Miles 2.27 Miles



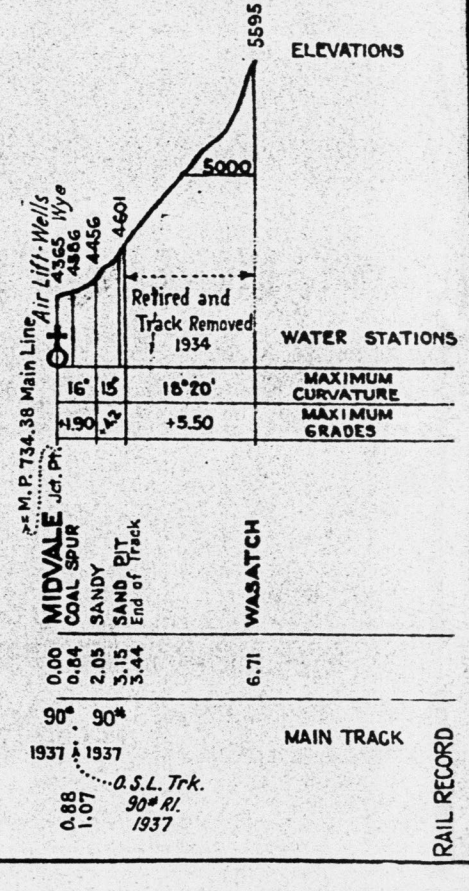
Provo Canon Branch

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



Little Cottonwood Branch

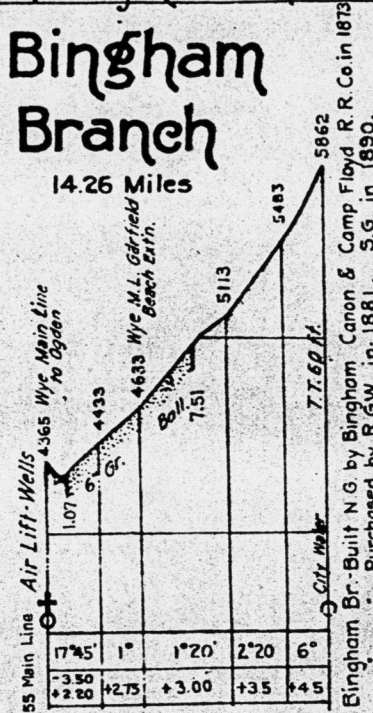
3.44 Miles
Purchased N.G. 1883
S.G. to Sandy 1890 - to Wasatch 1913



RAIL RECORD

Bingham Branch

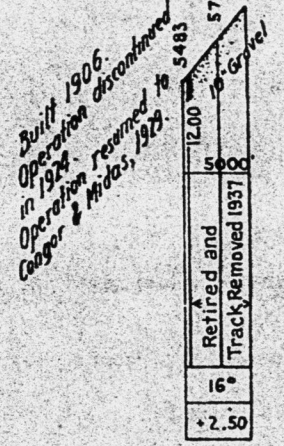
14.26 Miles



0.00	1.95	2.65	4.65	8.99	11.86	14.03	14.26
Jct. Point - M.P. 734.55 Main Line	WEST JORDAN JCT.	WEST JORDAN JCT.	WELBY East H.B.	DALTON Jct. Pt.	UPPER JCT.	BINGHAM	End
0.13	0.94	3.22	4.77	7.53	10.58	13.22	13.34

Bingham Branch Extn.

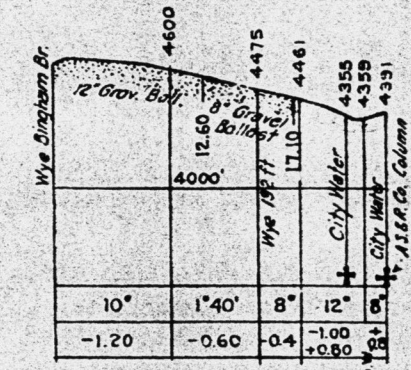
0.08 Mile



11.86	11.94	13.85	14.95	15.24
UPPER JCT.	End of Track	KING'S CONCOR	MIDAS	

Garfield Beach Extension

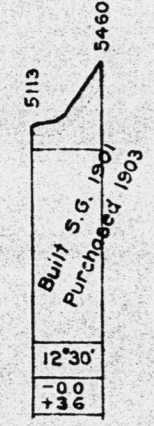
15.94 Miles
Built 1905



5.06	10.72	15.43	17.50	19.80	20.61	21.66
WELBY West H.B.	HUNTER	RITER	MAGNA	GARFIELD	ASAR Con. - End D.B.R.G.	GARFIELD SMELTER
5.34	8.50	11.23	15.19	20.61		

Dalton and Lark Spur

3.60 Miles



8.99	12.59
DALTON Jc. Point	LARK End of Track
9.24	

ELEVATIONS

WATER STA.
MAXIMUM CURVATURE
MAXIMUM GRADES

MAIN TRK.

RAIL RECORD