



The narrow gauge Denver, South Park & Pacific Railroad began construction south from Denver in 1873 and reached the mouth of the South Platte River Canyon in 1878, 20 miles from Denver. In 1879, the tracks crossed the summit of Kenosha Pass, on the drainage divide between the North and South Forks of the South Platte River. The route then crossed South Park to Trout Creek Pass (pictured here), on the drainage divide between the Arkansas River and the South Platte River, and in 1882 reached Gunnison, Colorado, via the Alpine Tunnel. Trout Creek Pass was also used by the Colorado Midland. In 1889, the DSP&P was sold at foreclosure and in 1899 was acquired by the Colorado & Southern Railway. The Colorado & Southern started dismantling in 1910, and the last freight and passenger trains between Denver and Leadville operated in April 1937. The DSP&P (C&S) was then abandoned, except for the line between Leadville and Climax, which the Denver & Rio Grande Western converted to standard gauge in 1943.

Cut and fill grades on the DSP&P at 9,487-foot Trout Creek Pass.