



The narrow gauge Denver & Rio Grande Railroad reached Leadville in 1880 and was completed over Tennessee Pass to Aspen in 1887. The route was converted to standard gauge around 1890 and supplanted the D&RG's original Marshall Pass Route as its mainline across the Rockies. In 1934, the D&RG's Dotsero Cutoff was completed and the Tennessee Pass Route was supplanted by the Moffat Tunnel Route. The Tennessee Pass Route, shown here on the other side of the Arkansas River, has been inactive since the late 1990's.

The Colorado Midland Railway was founded in 1883 to built a standard gauge line linking Colorado Springs with the mines of Leadville and the national rail network at Ogden, Utah. The first trains reached Leadville in 1887. Whereas the D&RG route followed the natural corridor up the Arkansas River from Pueblo up the Royal Gorge and past this point to Leadville on a constant upward grade along the river, the CM had to cross two summits, Hayden Divide (west of Colorado Springs) and Trout Creek Pass, just to reach this point on the Arkansas River. Here near Clear Creek Reservoir, masonry foundations supported a CM bridge across the Arkansas River.



Another view of the CM bridge across the Arkansas River.; the D&RG (now inactive UP) tracks are on the far bank.



All four supports for the CM bridge across the Arkansas River near Clear Creek Reservoir. The CM was scrapped in the early 1920's, so these foundations have stood for nearly a century since the rails were removed.



The D&RG tracks near Clear Creek Reservoir.



Three miles south of the previous photo, the inactive D&RG line is buried; the D&RG Tennessee Pass Route is on its way to abandonment.