



In 1881, Colorado Governor John Evans and railroad entrepreneur David Moffat formed the Denver & New Orleans Railroad to build a railroad from Denver, Colorado, to the Gulf of Mexico. The charter was later changed to connect southward to the Fort Worth & Denver City Railway, which was building northwest from Fort Worth, Texas. The D&NO was completed to Pueblo in July 1882, on a route that paralleled but ran east of the narrow gauge Denver & Rio Grande Railroad. The D&NO organized the Denver, Texas & Fort Worth Railroad to complete the line south from Pueblo, but instead of building more line parallel to the D&RG, the DT&FW leased the D&RG line from Pueblo to Trinidad. The D&RG converted to dual gauge in 1888 to accommodate the DT&FW traffic, and new DT&FW construction in 1888 linked Trinidad with the FW&DC at the Texas state line (east of map area), completing a connection from Denver to the Gulf Coast. In 1899, the D&NO trackage was merged into the Colorado & Southern Railway and became a secondary route with most C&S traffic using the more direct AT&SF mainline between Denver and Pueblo. The D&NO line was abandoned in sections from 1917 to 1999.

A significant fill grade on the D&NO in rolling grassland near Ebert, Colorado. In 1882, the town of Elbert was moved from 7 miles to the present location along the D&NO and in 1936 the tracks were removed from this section of the line.



This fill grade is 2 miles north of the previous photo, but is not on the D&NO mainline. This location is one mile north of a junction with the mainline and the grade is a branch line that extended 8 miles north to Kiowa, Colorado.