



The narrow gauge Denver & Rio Grande mainline over the Rocky Mountains, known as the "Royal Gorge Route" or "Marshall Pass Route," was completed in 1883, when the D&RG building west from Pueblo, Colorado, and the Denver & Rio Grande Western Railway building east from Salt Lake City through this location at Green River, Utah, met at Grand Junction, Colorado. (However, many accounts identify this location at Green River as the meeting place because D&RGW contracted the D&RG construction crew to build from Grand Junction to Green River, where the tracks physically met.) In 1890, the D&RG and D&RGW completed a standard gauge route, the Tennessee Pass Route, which supplanted the narrow gauge Marshall Pass Route as the primary route from Denver to Salt Lake City. This new route involved a cooperative effort between the Colorado Midland Railway and D&RGW to build a standard gauge line, the Rio Grande Joint Railway, along the Colorado River west from Rifle to Grand Junction and standard-gauging of the D&RG Leadville Branch (1880n), Aspen Branch (1887n, which included the crossing of the continental divide at Tennessee Pass), and Rifle Extension (1889n), and the D&RGW (1883n) trackage in western Colorado and Utah (including this location).

Westward view of the D&RGW (1883n) where it crosses the Green River, the largest tributary of the Colorado River. I could find no specifics on the history of this bridge, but it has certainly been replaced since the original 1883 narrow gauge bridge and probably was replaced in 1890 to accommodate standard gauge tracks.



Southeastward view of the D&RGW (1883n) and the Green River depot, one mile west of and across the Green River from the previous location. The only historic information I could find is that the depot was built in the middle 20th century and handled both passengers and freight. The track adjacent to the loading platform is a siding that joins the mainline 3,200 feet west of this location and 4,400 feet east of this location (700 feet shy of the Green River bridge).



Northwestward view of the D&RGW (1883n) and the Green River depot. The glass-enclosed bench on the far right is the waiting area for Amtrak passengers.





Southward view of two old sidings 130 feet north of the D&RGW (1883n) mainline. The same glass-enclosed waiting area is in the right distance. Both of these sidings connect to the siding that runs in front of the depot, but they have no obvious current function.