



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, and past the location of this photo to Como. From Como, the line branched, one reaching Gunnison via the Alpine Tunnel in 1882 and the other reaching Leadville via the DSP&P "High Line" in 1884. 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 with the closure of the Alpine Tunnel, 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.

In this westward view of the rolling grasslands of South Park, the snowcapped peaks are on the Continental Divide and the 1879 DSP&P grade is a fill grade in the foreground and a cut grade in the distance. Pronghorn graze on the abandoned narrow gauge roadbed 10 miles southwest of 10,000-foot Kenosha Pass, one of two summits on the DSP&P between Denver and the upper Arkansas River (compared to no summits for the D&RGW).



Another view of the DSP&P near the same location as the previous.