



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 south of 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 then crossed the Continental Divide via the Alpine Tunnel to reach Gunnison in 1882. At Gunnison, the DSP&P turned northward to the coal mining center of Baldwin, where the DSP&P reached its end of the line in 1882. In order to continue its goal to reach the Pacific Ocean, the DSP&P continued grading north from Baldwin for about 5 miles but no tracks were laid and construction stopped in 1883. 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 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.

Southwestward view of the DSP&P (1882n) 12 miles north of Gunnison. The distant cottonwoods are growing along Ohio Creek. This fill grade is one of the best preserved sections of the DSP&P (1882n) north of Gunnison.