

## FOUR WHEEL DRIVE

Forest Service

Rocky Mountain Region



United States  
Department of  
Agriculture

Leadville District  
San Isabel National Forest

8/93

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### HAGERMAN PASS

Forest Service roads open to motorized vehicles are posted with white arrows. Wilderness areas such as Collegiate Peaks and Mount Massive are by regulation permanently closed to motorized and mechanized vehicles, including mountain bikes. Mileage is measured one way, unless indicated otherwise.

#### Hagerman Pass

**Road Number:** FDR 105

**Length:** 7.3 miles from Turquoise Lake to top of pass

**Road Beginning:** 4 miles west of Sugarloaf Dam on Turquoise Lake Road, FDR 104

**Road Ending:**

Road continues onto White River National Forest, past Ruedi Reservoir and onto State Hwy 82 at Basalt.

#### **Description:**

High clearance recommended, not necessarily 4WD. Look for a few rocky places and ruts. At the top of the pass, 12,075 feet, there are good views of the Turquoise Lake Valley to the east and the Hunter-Fryingpan Wilderness to the southwest.

Good scenic drive for viewing wildflowers, pika and marmot. Just before the pass, look to the south over Hagerman Lake to see remnants of the Colorado Midland Railroad, which has one of the most interesting histories of railroads still today, and has accomplished some of the most incredible feats along the Hagerman Pass Road.

#### **History:**

In the 1880s, the Denver & Rio Grande Railroad and Colorado Midland Railroad competed to complete their tracks from Colorado Springs to one of the most prominent mining districts in the area--Leadville.

Plans went into effect in 1883 with a destination to Leadville, then in 1885 when James John Hagerman took control, he extended plans to Aspen. He was a capitalist from Michigan who had invested money in the Aspen mines; he wanted to connect the mines to the Leadville smelters. Having invested in all ends of the deal, it was to be a very profitable adventure. And even though he was investing for profit, James John Hagerman was the man most responsible for the railroad completion, as he provided leadership and raised other necessary funds from investors.

Once the Midland finished laying its tracks into Leadville, the seemingly impossible lay at their feet--crossing the Continental Divide.