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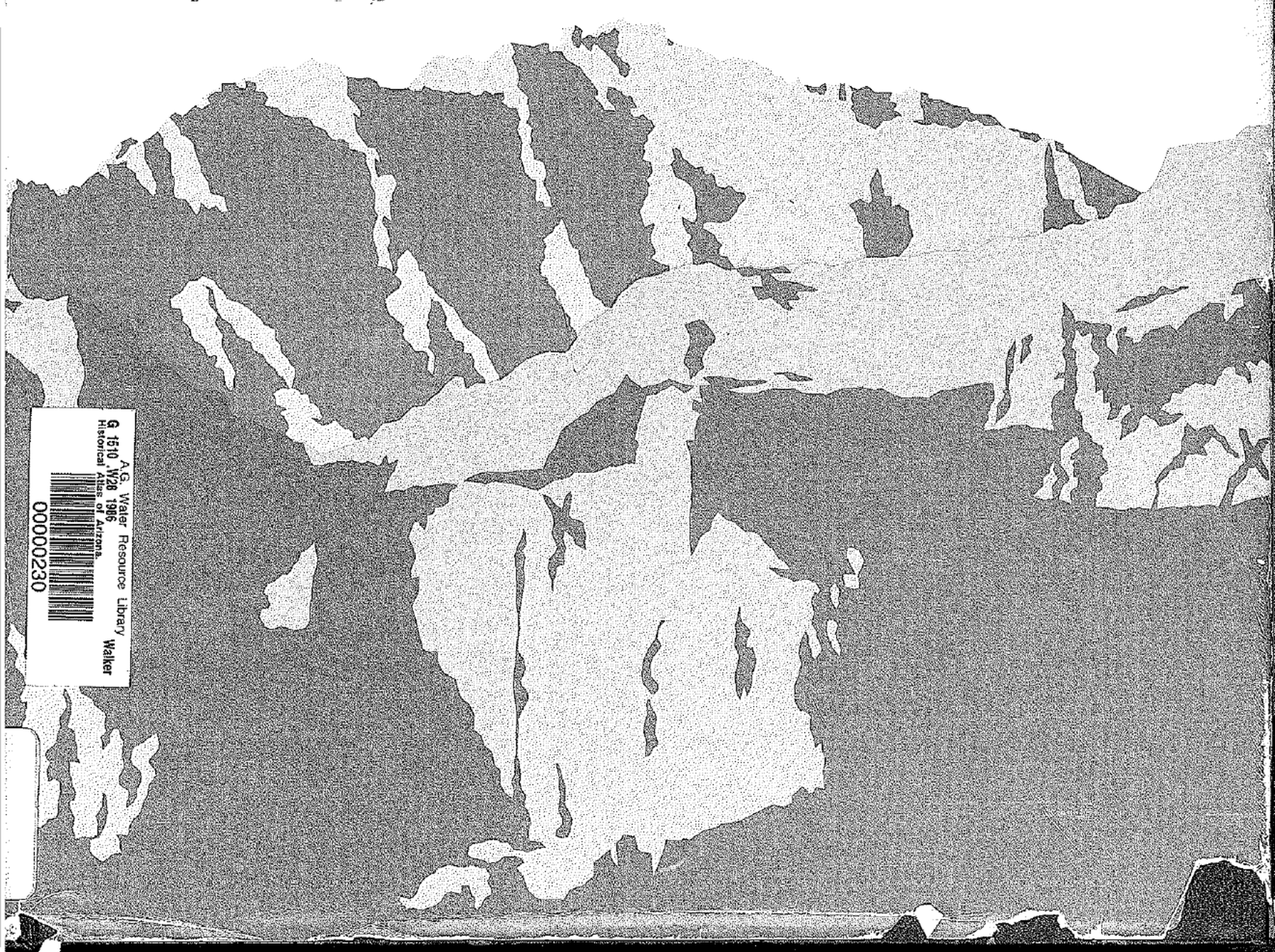
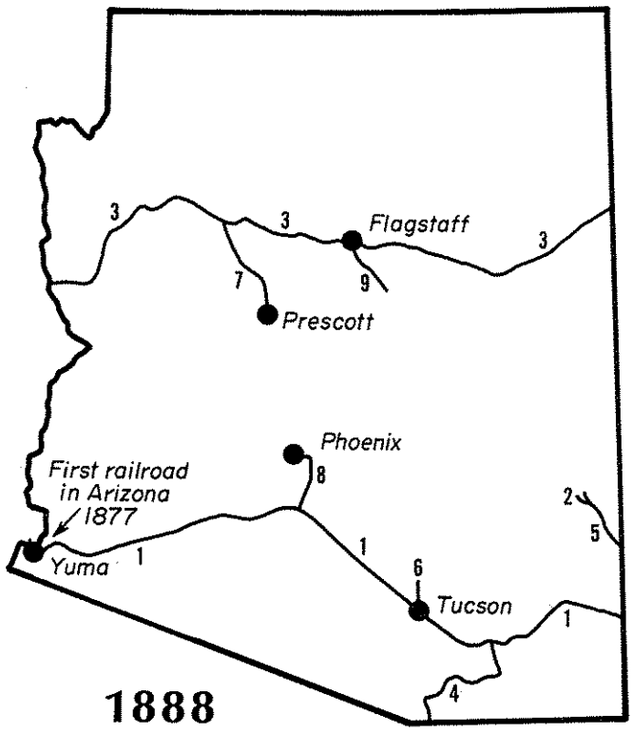
Second Edition

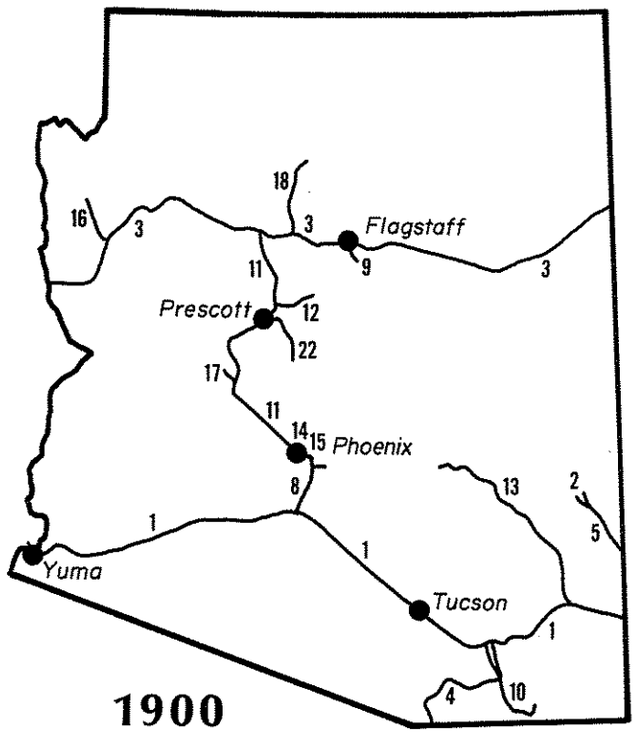
Historical Atlas of Arizona

By Henry P. Walker and Don Bufkin





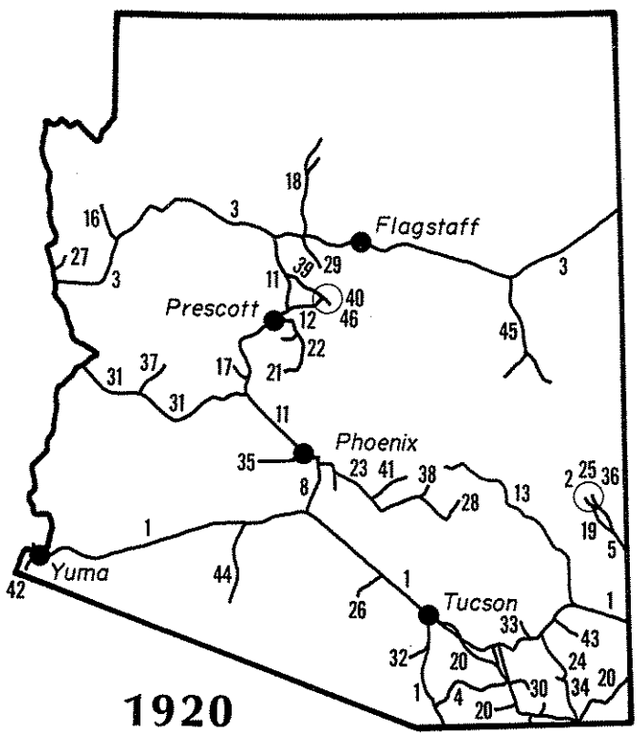
1888



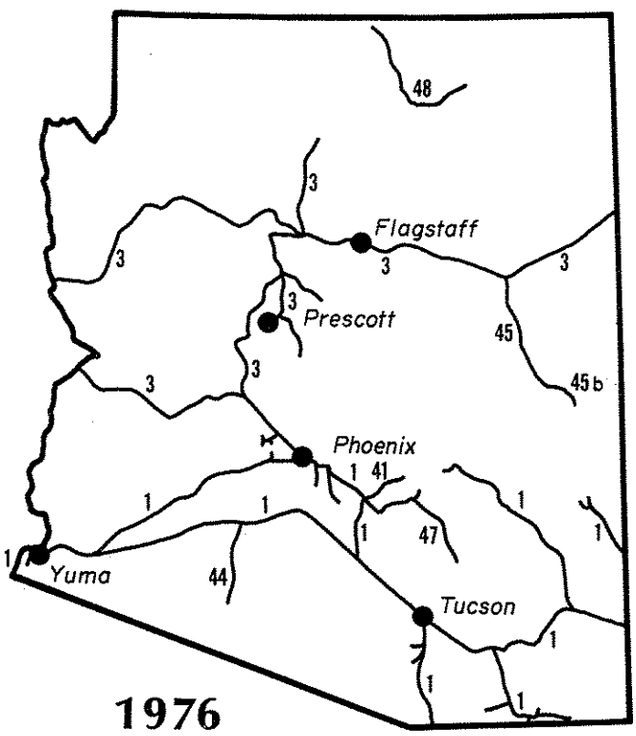
1900

Refer to numbered table for key to maps

1888, 1900 & 1920 maps show existence of railroads by their initial corporate names. The 1972 map indicates current operating company.



1920



1976

RAILROAD DEVELOPMENT

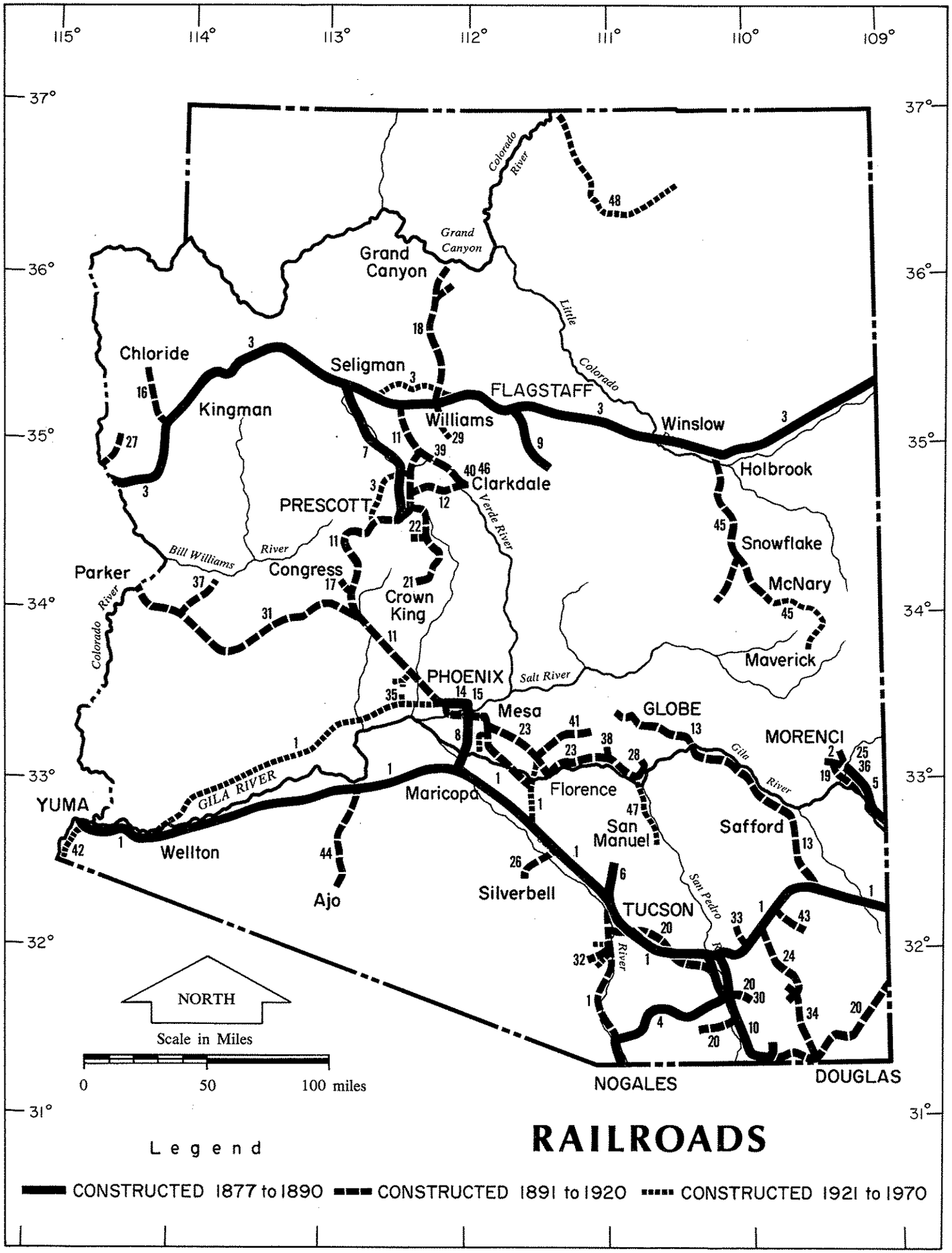
46. RAILROAD DEVELOPMENT

MUCH OF THE EARLY exploration and mapping of Arizona was done in anticipation of building a railroad from the Mississippi River to California (Map 23). However, it was not until 1877 that the Southern Pacific Railroad reached the western border at Yuma and four years later that it connected with the Texas Pacific east of El Paso. The second line to cross the territory was the Atlantic & Pacific (later the Atchison, Topeka & Santa Fe), which built west from Albuquerque in 1880 and reached the Colorado in 1883.

The four decades between 1880 and 1920 was a period of great activity in railroad building. Lines were projected, and some were built to provide north-south links between the two major lines, but most of the new roads were designed to serve the mining industry.

NUMBER ON MAP	COMPANY NAME	YEAR OF FIRST SERVICE TO ANY PART OF ARIZONA
1	Southern Pacific	1877
2	Coronado	1879–80
3	Atlantic & Pacific	1881–83
	3a Santa Fe Pacific	1897
	3b Atchison, Topeka & Santa Fe	1902
4	New Mexico & Arizona	1881–82
5	Arizona and New Mexico	1883–84
	5a Clifton & Southern Pacific (New Mexico)	
	5b Clifton & Lordsburg (Arizona)	
6	Arizona Narrow Gauge	1886
	6a Tucson, Globe & Northern	
7	Prescott & Arizona Central	1886
8	Maricopa & Phoenix	1887
9	Arizona Mineral Belt	1887
	9a Central Arizona	
10	Arizona Southeastern	1888–89
11	Santa Fe, Prescott & Phoenix	1893
12	United Verde & Pacific	1894
13	Gila Valley, Globe & Northern	1894–98
14	Maricopa and Phoenix and Salt River Valley	1895
15	Phoenix, Tempe and Mesa	1895
16	Arizona and Utah	1899
17	Congress Consolidated	1899
18	Santa Fe & Grand Canyon	1901
	18a Grand Canyon Railway	
19	Morenci Southern	1901
20	El Paso & Southwestern	1901
21	Bradshaw Mountain	1902–1904
22	Prescott & Eastern	1898
23	Phoenix and Eastern	1903
24	Arizona & Colorado	1903–1909
25	Clifton & Northern Railroad	1903
26	Arizona Southern	1904
27	Mohave & Milltown	1904
28	Arizona Eastern	1910
29	Saginaw Southern	1904
30	Tombstone & Southern	1905
31	Arizona & California	1905
32	Twin Buttes	1906
33	Johnson, Dragoon & Northern	1908
34	Mexico & Colorado	1909
35	Phoenix and Buckeye	1910
36	Shannon-Arizona	1909
37	Arizona & Swansea	1910
38	Ray & Gila Valley	1900, 1910
39	Verde Valley	1913
40	Verde Tunnel & Smelter	1914
41	Magma Arizona	1915
42	Yuma Valley	1914
43	Mascot & Western	1915
44	Tucson Cornelia & Gila Bend	1916
45	Apache Railway	1918–1919
	45a Southwest Forest Industries	
	45b White Mountain Scenic (operated on lumber railroad connecting with the Apache Railway)	
46	Arizona Extension	1918
47	San Manuel & Arizona	1955
48	Black Mesa & Lake Powell	1971–72

NOTE: The complete story of railroads in Arizona is quite complex. The purpose of this listing is to provide a chronology of railroads based on their original corporate names. The date given is for the year of first service in Arizona. No attempt has been made to indicate acquisition and consolidation of the initial lines into the larger roads, nor has any attempt been made to provide dates of abandonment for those routes no longer in existence.



47. RAILROADS

FOLLOWING THE COMPLETION of the two transcontinental railroads, several connecting links were built by local businessmen. The Maricopa & Phoenix was built in 1887 to connect Phoenix to the Southern Pacific. In the preceding year Prescott was tied in to the Atlantic & Pacific at Seligman by the Prescott & Arizona Central Railway.

An attempt was made to connect Flagstaff on the Atlantic & Pacific with the mineral district around Globe. The Arizona Mineral Belt laid about thirty-six miles of track and started a tunnel through the Mogollon Rim, but then funds ran out. Another attempt to reach Globe was the Arizona Narrow Gauge, which laid about ten miles of track out of Tucson before the company went bankrupt. Changing the name to the Tucson, Globe & Northern Railroad did not help.

Possibly the most interesting railroad in Arizona was the Coronado, a twenty-inch narrow-gauge line built in 1879 from the Longfellow Mine to the smelter at Clifton. The empty cars were hauled up to the mine by mules and were run down to the smelter by gravity with the mules riding on platforms on the cars. Then a steam locomotive was built in Baltimore, shipped by rail to Las Animas, Colorado, and thence by ox-wagon to Clifton. A second locomotive made the trip around the Horn to San Francisco, thence in another ship to the mouth of the Colorado River, up to Yuma by river steamer, and finally to Clifton by wagon.

Most of the trackage in the complexes east of Prescott, east of Phoenix, and southeast of Tucson was laid to provide cheap transportation for the big mining districts. In fact, the real development of Arizona's mining industry had to await the arrival of the railroads.

There were some exceptions. The Apache Railroad was designed primarily to haul lumber out of the forests of the Mogollon Rim country. The Santa Fe & Grand Canyon provided transportation for tourists visiting the Grand Canyon. The newest line in the state is the Black Mesa & Lake Powell, which carries coal from the Black Mesa coal fields to an electric power generated plant.

In 1881–82 the Atchison, Topeka & Santa Fe built the New Mexico & Arizona from Benson to Nogales, connecting with the Sonora Railway to Guaymas on the Gulf of California.

The Southern Pacific laid a new line from Wellton to Phoenix in 1926, thus finally putting the state capitol on a main line. A few short spurs have been built in recent years to provide access to new mines such as the Twin Buttes Mine some twenty-five miles south of Tucson.

When Arizona became a state in 1912 it had 1,678 miles of railroad track, and by 1930 the total had grown to 2,524 miles. Since then there has been a steady decline as a result of the development of the automobile and truck as well as the closing of a number of mines because the ore had been mined out. A number of short-line railroads have been closed down as common carriers but continue to operate as "factory facilities" to move ore from mine to concentrator or smelter.