



In 1881, the Atchison, Topeka & Santa Fe affiliate Rio Grande, Mexico & Pacific Railroad completed a mainline from San Marcial, New Mexico, to the then-new Southern Pacific Sunset Route (1881) at Deming, New Mexico (this location), forming the A&TSF's first transcontinental route (via the SP Sunset Route 1881). The RGM&P completed the work that was started by the AT&SF affiliate New Mexico & Southern Pacific Railroad, which had reached San Marcial on the Rio Grande from Raton Pass the year before.

In 2001, the Southwestern Railroad acquired the A&TSF's former Deming Subdivision (the 60 miles of the RGM&P [1881] from Rincon to Deming) from BNSF (AT&SF successor). The SW's primary traffic on this division is copper ore, anodes, cathodes, and sulfuric acid (a by-product of the refining process).

This southeastward view of the RGM&P (1881) just north of Deming follows a Basin and Range valley with the top of an old normal-faulted mountain in the distance.





Southwestward view of the RGM&P (1881), in the foreground with, stored tanker cars on a siding, at Deming, New Mexico. The trains in the background are on the SP Sunset Route (1881). The joining of these two railroads at this location was commemorated on March 8, 1881, with the driving of a silver spike to mark the creation of the United States' second transcontinental railroad.





Northeastward view of the AT&SF's RGM&P (1881)(now SW) line from Rincon to Deming showing the switch for the siding in the previous photo.





Eastward view of the SP Sunset Route (1881) 1.7 miles west of the previous location. The tracks in the foreground are the double-tracked SP Sunset Route (1881), now owned by Union Pacific, and a crossover track connecting the two tracks. The train on the left is on a siding that connects to the RGM&P (1881) 1.5 miles in the distance.





Northwestward view at the same location as previous. The three tracks in the foreground are the double-tracked SP Sunset Route (1881) and the crossover track connecting the two. The track in the middle distance is the same siding that has a train on it in the previous photo and which connects to the RGM&P (1881) 1.5 miles to the east. Just out of sight to the right of the photo that siding connects to the curved track in the distance, which is the Silver City, Deming & Pacific (1883n). In March 1883, the 47-mile narrow-gauge SCD&P reached Silver City from Deming (this location). Within a year it was acquired by the AT&SF, which converted the line to standard gauge in 1886. The SCD&P (1883n) is now owned and operated by SW to support mining operations up the line.