



The Arizona & South Eastern Railroad was built in 1888-1889 by Phelps-Dodge to connect its copper mines at Bisbee, Arizona, with the national rail network via the AT&SF-controlled New Mexico & Arizona Railroad (1882) at a junction called Fairbank. In early 1901, the A&SE built a branch line from Corta Junction (located 3 miles south of Bisbee) 20 miles east to its new smelter at Douglas (15 miles southwest of this location). Later in 1901, the A&SE was renamed the El Paso & Southwestern Railroad, which in 1901-1902 built eastward from Douglas through this location to El Paso (this line and the 20 mile A&SE line from Corta Junction to Douglas, including this location, are labeled EP&SW (1902) on the SWRRH map). The worldwide collapse of copper prices after World War I severely affected the mines and the EP&SW, and in 1924 the SP leased the entire EP&SW. The SP re-configured the EP&SW trackage to supplement its Sunset Route (1881), which became the SP's North Line between Tucson and El Paso and the EP&SW, including this location, became the SP South Line. The SP purchased the EP&SW from Phelps-Dodge in 1955. In the early 1960's, the SP abandoned most of the South Line (including this location).

This culvert on the EP&SW (1902) is about 15 rail miles northeast of Douglas and 2 rail miles east of the former whistle stop of Cazador, and was apparently upgraded in 1910. Note the black slag ballast typical of EP&SW grades.



Small concrete bridge on the EP&SW (1902) about 15 rail miles northeast of the previous photo and 2 rail miles southwest of the former whistle stop of Chiricahua. Note the subdued topography of this old part of the Basin and Range geologic province; the hills are long-inactive normal faults that have been worn down and the intervening valleys filled in by erosion.



Northeastward view of the EP&SW (1902) about 25 rail miles northeast of the first photo and 3 miles northeast of the former whistle stop of Apache. Note the black slag ballast typical of EP&SW grades.



Northwestward view of the EP&SW (1902) at the same location as the previous photo, with the foothills of the 9,000+ foot Chiricahua Mountains in the distance.