



In 1887, the Prescott & Arizona Central Railroad was the first railroad to reach Prescott, the territorial capital of Arizona and a major mining center. The P&AC ran southeastward from the Atlantic & Pacific (AT&SF) mainline at Seligman, Arizona, to Prescott. This P&AC only lasted several years in part due to poor construction; the road was so poorly constructed that there is virtually no evidence of its existence today (except for the section in Railroad Canyon just south of Seligman).

The P&AC was completely obsolete by 1893, after only 6 years of service, when the southward-building, AT&SF-controlled Santa Fe, Prescott & Phoenix Railroad arrived in Prescott from a junction with the A&P at Ash Fork. The SFP&P continued west through Prescott, across this bridge over Granite Creek just a few steps west of the future Prescott Depot, and on through to Phoenix, where the SFP&P arrived in 1895. The SFP&P was known as the "Peavine" railroad because of its winding route.

In 1962, the AT&SF re-routed the SFP&P around Prescott. As for the circumvented trackage through Prescott, the difficult part of the route through mountainous terrain west of Prescott was abandoned immediately. The section north of Prescott to the new alignment at Paulden, Arizona, was abandoned in 1984, leaving these tracks on the Granite Creek Bridge as the only remaining trackage I could find on the circumvented route.



Another view of the Granite Creek Bridge, originally built in 1893 by the SFP&P.



East end of the Granite Creek Bridge in Prescott.



West end of the SFP&P's 1893 Granite Creek Bridge.



The SFP&P/AT&SF Depot in Prescott is 500 feet east of the Granite Creek Bridge and is now office space; but notice the nod to the building's history as the "Santa Fe Depot."



The back of the SFP&P/AT&SF/Santa Fe Depot with a covered passenger loading area; the tracks ran about where the wall on the right is.