



In November 1911, the Verde Valley Railway was chartered as a non-operating subsidiary of the Atchison, Topeka and Santa Fe Railway to support the copper mines at Jerome, Arizona. Construction from Cedar Glade (west of Drake on the AT&SF-controlled Santa Fe, Prescott & Phoenix Railroad) commenced in February 1912 and was completed to Clarkdale, near the Smelter for Jerome, in February 1913. In 1989, the AT&SF sold the 38-mile railroad to David L. Durbano's The Western Group, and the line became two railroads: the Clarkdale Arizona Central Railroad for freight and the Verde Canyon Railroad for passenger service. Excursion passenger service on the Verde Canyon Railroad commenced in November 1990 and runs from Clarkdale 20 miles west to Perkinsville. The route follows the Verde River, crossing bridges and trestles, and passes through a 680-foot-long curved tunnel. The railroad carries about 100,000 passengers per year and in 2005 celebrated its one-millionth passenger.

The Verde Canyon Railroad has its depot, headquarters, and a railway museum in Clarkdale. This is one of two EMD FP7s that ply the former Verde Valley Railway.





The upper end of the Verde Canyon Railroad Depot in Clarkdale, where the line converges back to single track before continuing another 2 miles to the end-of-track at a cement plant. The red cliffs in the distance are part of the scenery around Sedona.



A few hundred yards above the upper end of the Verde Canyon Railroad Depot at an old loading dock. The line winds another 2 miles to the end-of-track at a cement plant (out of view on the right). The town on the side of the hill is the colorful mining town of Jerome.