



In March 1883, the 47-mile-long narrow-gauge Silver City, Deming & Pacific Railroad reached Silver City from Deming, New Mexico, and by 1886 had been purchased by the Atchison, Topeka & Santa Fe and converted to standard gauge. In 1891, the Silver City & Northern Railroad was built north from a connection with the SCD&P at a location called Whitewater through Hurley to San Jose (now Hanover Junction), a total of 14 miles. The AT&SF acquired this line in 1898 and extended it another 4 miles to Santa Rita. The line struggled until 1910 when the Chino Copper Company acquired the copper resources, developed the open pit Chino mine, and build a smelter at Hurley (located about halfway between Whitewater and the end-of-track at Santa Rita). In 1990, the Southwestern Railroad acquired the AT&SF trackage north and west of Whitewater serving the Phelps Dodge open-pit copper mines at Chino (near Santa Rita at the current SC&N end-of-track) and Tyrone (at the current Burro Mountain Railroad end-of-track), and the smelter at Hurley. In 1994, the SW acquired an additional 27 miles of line from Whitewater to Deming from the A&TSF.

In this northward view of the SC&N (now SW) a few miles south of Hurley, the grade follows a dry streambed into low mountains along the continental divide.



Westward view of the SC&N a few miles south of Hurley, with the Phelps Dodge open-pit copper mine at Tyrone in the background, at the Burro Mountain Railroad end-of-track. The low ridge at the Tyrone mine is the continental divide.



A locomotive sporting vintage Santa Fe (AT&SF) livery works the SC&N (now SW) grade a few miles south of Hurley.



The SC&N depot at Hurley.



Another view of the abandoned SC&N depot at Hurley; the mainline is behind the building and a siding is in the foreground.



The abandoned SC&N depot at Bayard, about 5 miles north of Hurley.