



In 1880, the St. Louis & San Francisco Railway came to an agreement with the Atchison, Topeka & Santa Fe Railroad to jointly control the Atlantic & Pacific Railroad. The A&P would build west from the AT&SF mainline at Isleta, New Mexico, to meet the Southern Pacific at Needles, California, to build out the northern of the two "Southern Pacific" transcontinental routes identified by the 1855 "Pacific Railroad" surveys. A&P construction reached Kingman, Arizona (this location), in 1882, which prompted the SP to begin building its branch from Mojave to Needles, where it met the A&P on August 9, 1883. The AT&SF-controlled A&P leased the SP's new Needles Branch (1883), giving the AT&SF access to California and giving the SP a competitor for a century to come.

Westward view of the A&P (1883) at the Kingman Depot. Today, this line is BNSF's Southern Transcon, the busiest line in the Southwestern U.S. The AT&SF built the depot in 1907. Like many depots constructed by the AT&SF, the building exhibits characteristics of the Spanish Colonial Revival style of architecture, particularly in the roofline's curvilinear gables. The depot houses a waiting room for Amtrak passengers and a railroad museum.

