



The Prescott & Eastern Railroad was incorporated on September 14, 1897, as a non-operating subsidiary of the Santa Fe, Prescott & Phoenix Railway, to serve the mines in the Bradshaw Mountains south of Prescott. The P&E commenced grading from the SFP&P 5 miles north of Prescott at a location called Entro on March 10, 1898, and completed the 26-mile route to Mayer on September 30, 1898. On December 30, 1911, the P&E was merged into the California, Arizona & Santa Fe Railway, a non-operating subsidiary of the Atchison, Topeka & Santa Fe Railway, which abandoned the line around 1940 as mining declined.

In the area north of Prescott, at the northern end of the P&E, the grade is a rail-to-trail, but farther south the P&E grade hard to find. The Arizona DeLorme map shows this smelter at Humboldt, Arizona, on the P&E 4 miles north of Poland Junction, to be at the end of the abandoned line, and does not show any old grade south of this location, neither the south end of the P&E nor either of the Bradshaw Mountain Railroad branches. This photo was taken through the chain link fence around this Superfund site, and the curved grade in the foreground may be the re-routed end of track after abandoning tracks farther south and re-routing the new southern end of the line to enter this smelter. The re-routing probably occurred after the 1939 abandonment of the BM.

