



The Arizona & South Eastern Railroad was built in 1888-1889 by Phelps-Dodge to connect its copper mines at Bisbee, Arizona, with the national rail network via the AT&SF-controlled New Mexico & Arizona Railroad at a junction called Fairbank. The A&SE expanded northward in 1894 to bypass the AT&SF/NM&A line and join directly with SP Sunset Route (1881) at Benson. A few years later, the A&SE was incorporated into the El Paso & Southwestern Railroad, which extended its lines to its smelter in El Paso in 1902 and to Tucson in 1912 to bypass the SP entirely. The worldwide collapse of copper prices after World War I severely affected the mines and the EP&SW, and in 1924 the SP leased the entire EP&SW. The SP re-configured the EP&SW trackage to supplement its Sunset Route (1881), which became the SP's North Line between Tucson and El Paso and the EP&SW became the SP South Line. The 8 mile line from the South Line to Bisbee (this location) became the SP Bisbee Branch. The SP purchased the EP&SW from Phelps-Dodge in 1955. In the early 1960's, the SP abandoned most of the South Line, leaving the former A&SE trackage from Benson to Bisbee. Around 1993, the SP sold the former A&SE trackage to the short line San Pedro & Southwestern Railroad, which operated freight and excursions for a while but recently abandoned the line almost all the way back to Benson.

Northward view of a railroad bridge that crosses over Arizona State Highway 92 about one mile east of Bisbee. This bridge is for a branch line that once extended a quarter mile north of the bridge to an abandoned mining facility. This branch does not appear on topo maps dated 1906 and 1910, so was built by the EP&SW or the SP. This branch splits from the original A&SE (1889) alignment a mile south of this location. The topo maps from 1906-1910 show two lines entering Bisbee, both of which were dug up during excavation of the huge Lavendar Pit, which occupies most of the real estate between this location and downtown Bisbee. Note the bridge and grade are now used for some kind of mining-related piping.



Northward view at the town of Warren, one mile south of the railroad bridge (previous photo) and 2 miles southeast of Bisbee. This is on the original A&SE (1889) alignment. Note the old mining headworks in the distance.



Northeastward view of the A&SE (1889) at Warren.



Westward view of the A&SE (1889) just south of Warren. Note the concrete culvert under the grade and the piping laid on the grade; this is the same piping seen in the first photo.



Northwestward view of the A&SE (1889) just south of Warren, with the same concrete culvert and piping as in the previous photo. This railroad was operated by the A&SE, EP&SW, SP, and SP&SW before being abandoned.