



The Bradshaw Mountain Railroad was a subsidiary of the Santa Fe, Prescott & Phoenix Railway to serve the mines in the Bradshaw Mountains. The 36-mile railroad was two separate lines, both just extensions of the Prescott & Eastern Railroad (all of which were SFP&P-controlled). The BM was incorporated on February 6, 1901, commenced grading of the Crown King Branch southward from the P&E end-of-track at Mayer on September 10, 1901, passed through this location 10 miles shy of Crown King, and reached the mountain mining center of Crown King on May 4, 1904. The BM also constructed a branch to Poland from a connection with the P&E at Poland Junction, 5 miles north of the P&E end-of-track at Mayer; the Poland Branch was completed on December 17, 1905. The BM was a financial failure and both the Crown King and Poland branches were abandoned in 1939.

This old bridge abutment is a few steps from the unpaved road to Crown King near the site of Cleator on the former BM Crown King Branch. I'm pretty sure this was a railroad bridge for the BM. This location is 10 miles from the former end-of-track at Crown King.



Another view of the old BM(?) bridge abutment. Note the cut grade beyond the abutment.



This is interesting. The BM used several switchbacks to make the climb up to Crown King atop Bradshaw Mountain. The U-turn horseshoe bend in the middle distance was made when the BM grade was abandoned and re-graded as an automobile road. But the BM grade did not and could not make U turns. Instead, the two almost-parallel grades that meet at the U-turn originally met at a V, with a switch at the tip of the V and enough track beyond the switch to handle the entire train. Once the train was beyond the switch on the single track, the switch would be thrown and the train would reverse direction onto the other track. These are real *switchbacks* and there are several on the climb up to Crown King.

A cut for the switch and single track is barely visible just past the U.



Closer view of a switchback. The re-graded U-turn is in the foreground and the cut beyond is for a switch and single track.



Another view of a switchback. The grade in the foreground was for a switch and single track and the re-graded automobile U-turn is in the distance.



Cut grade for a switch and single track switchback.



Crown King Road uses the BM grade to climb up to Crown King from Cleator.



Cut grade on the BM on the climb up to Crown King.





Crown King. The road is still on the BM grade, here close to the former end-of-track, and the structure is an old loading facility.