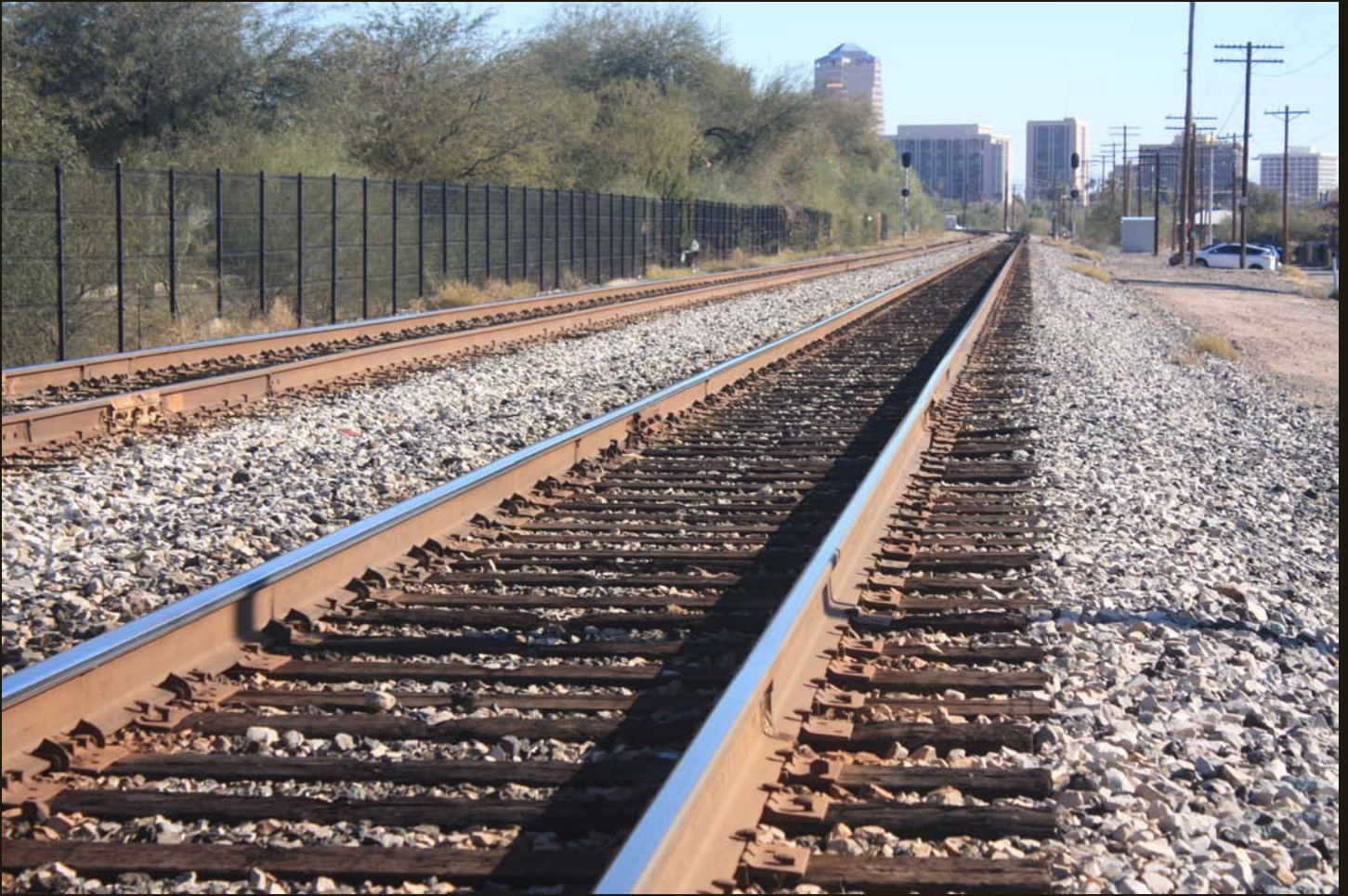




On its eastward push to build the southernmost of the five 1855 Pacific Railroad surveys, the Southern Pacific reached Yuma, Arizona, in November 1878, Tucson (this location) in March 1880, and El Paso, Texas, in May 1881. The line was completed as a transcontinental route in 1883, when the route east of the map area through Texas to New Orleans was completed. The arrival of the SP in Tucson was celebrated with great enthusiasm, and the banners of all nations fluttered from the outer walls of the ancient pueblo on the Santa Cruz River. As the first train approached the town of 2,000 inhabitants, a salute of 38 guns was fired and a cavalry band burst into a medley of patriotic tunes. Charles Crocker added another "last spike" to his collection.

We will explore Tucson from north to south, starting with this northward view of the SP Sunset Route (1881), on the northern outskirts of Tucson.





Southward view of the SP Sunset Route (1881), now a double-tracked Union Pacific transcontinental mainline, as it approaches downtown Tucson. Note the location of the curve to the left (east) in the distance for reference in the following photo.





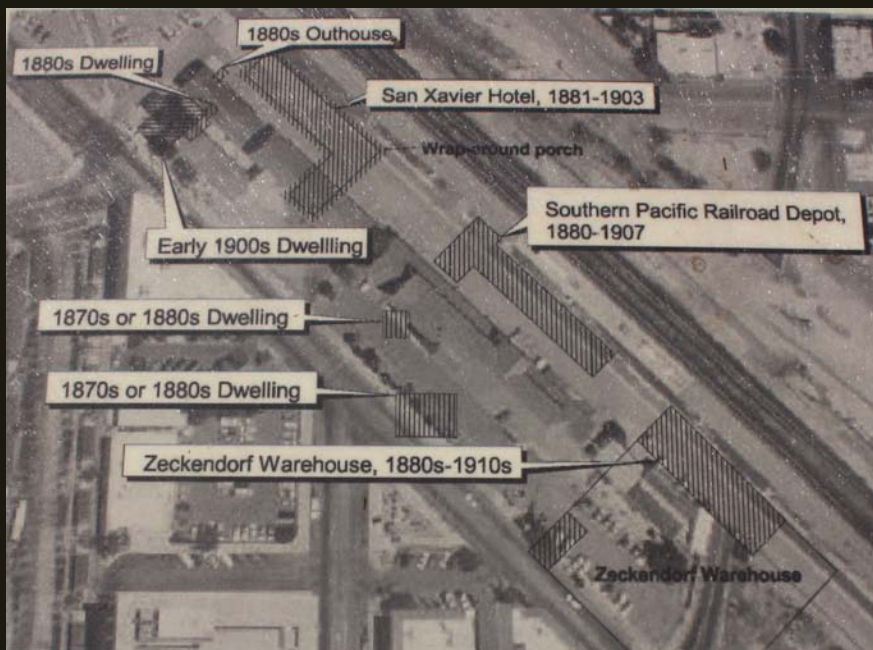
Northward view of the same curve noted in the previous photo on the SP (1881). Historical topographic maps show a spur coming off the mainline at this location and extending toward the viewer 1 mile south to the El Paso & Southwestern (1912) Depot and continuing southward on the EP&SW (1912) alignment; the connection with the SP line that once existed in this dirt lot was probably constructed by the SP after it took over the EP&SW in 1924 and was probably the starting point of the SP's South Line, which followed the EP&SW from Tucson to El Paso (see below).

Note the old foundation in the foreground, likely one of many former facilities at this junction.





Steam on display at the SP Tucson Depot, 1 mile southeast of the previous photo. The station was built in 1907, replacing earlier structures (below photo) and was renovated in 1941.

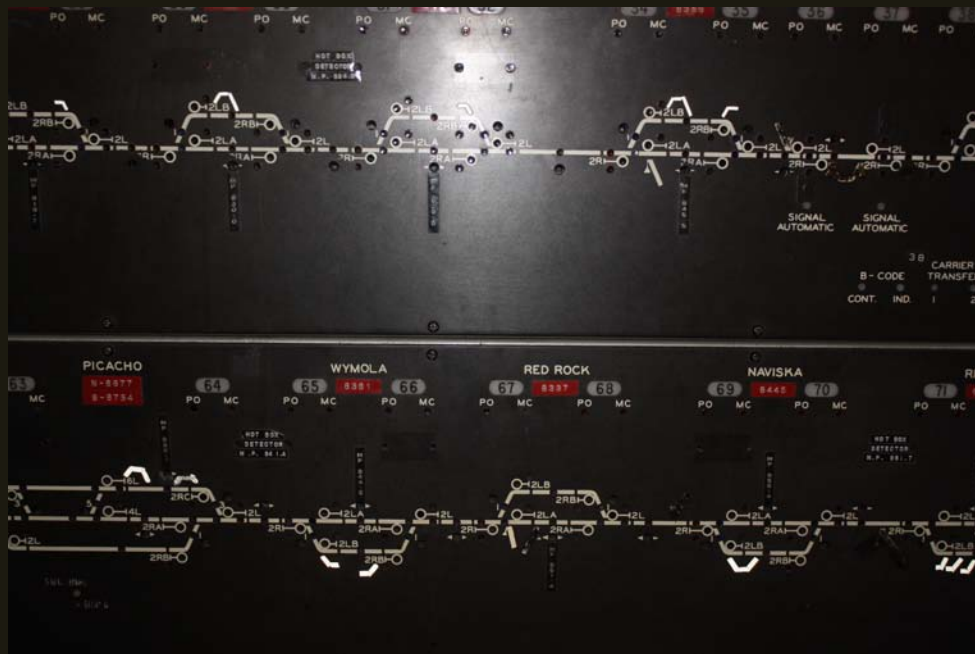


## RAILROAD IMPACTS

The Southern Pacific Railroad arrived in Tucson on March 20, 1880. For the first time the community had reliable access to the rest of the country. This access changed Tucson in many ways from architectural styles to furniture and clothing. Tucson had become a real part of the United States.



A vintage switch control panel on display at the SP Tucson Depot.







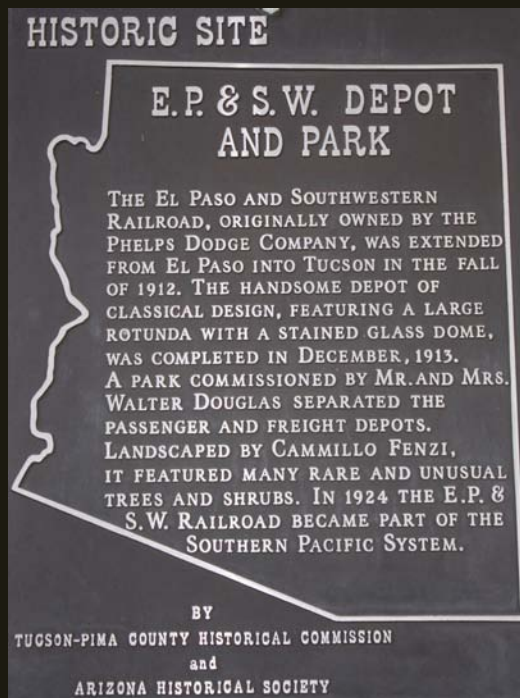
In 1912, the El Paso & Southwestern Railroad completed a line to Tucson parallel to the SP (1881). In 1913, the EP&SW built this depot in downtown Tucson at the EP&SW (1912) end of track, a half mile west of the SP Depot and the parallel SP (1881) alignment. In 1924, the SP leased the entire EP&SW and re-configured the 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 South Line. The EP&SW track in Tucson was abandoned in stages and now is completely gone (including this location), but the SP (now UP) uses parts of EP&SW (1912) alignment southeast of Tucson.







Northward view of the EP&SW Tucson Depot (building in the center and right distance). The EP&SW tracks and likely a yard the end of track were in the gravel area to the left (west) on the other side of the fence. The track was later extended northward 1 mile to the SP (1881), part of SP's re-configurations to build the SP South Line.



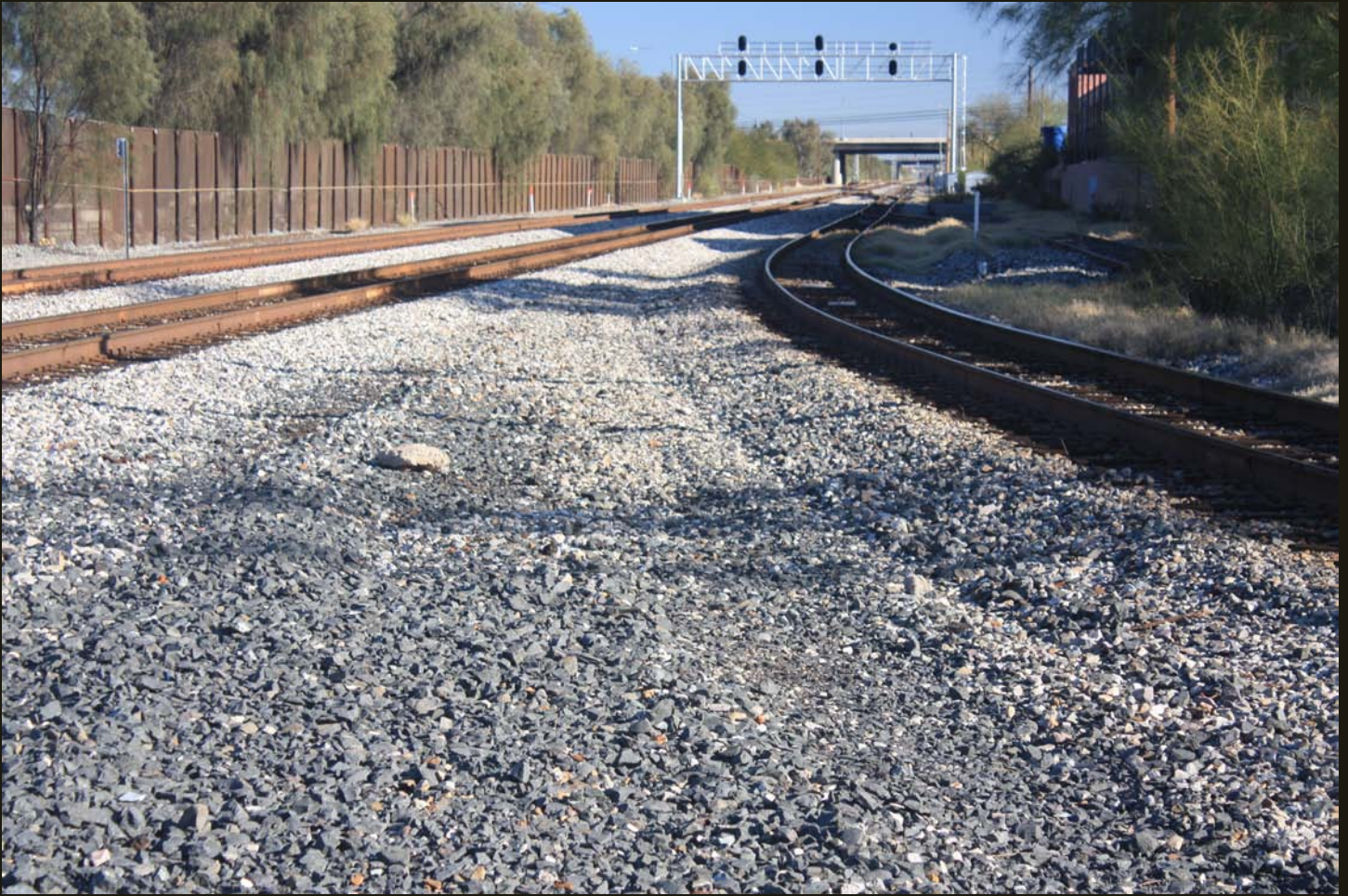




During 1905 and 1906, the Twin Buttes Railroad Company built an 18 mile line southward from this location on the SP (1881) in Tucson to the mining town of Twin Buttes via Sahuarita on the Santa Cruz River. In 1910, the Tucson & Nogales Railroad purchased the TB (1906) and built 37 miles south along the Santa Cruz River from Sahuarita (on the TB) to Calabasas (also known as Rio Rico), on the AT&SF's New Mexico & Arizona Railroad (1882), to complete a line from Tucson to the Mexican border at Nogales.

Eastward view of the TB (1906) in the foreground and of the only remaining junction with the SP Sunset Route (1881), which is the mainline in the distance. Historical topographic maps show that the line in the foreground was the southeast branch of a huge wye, probably all built by the T&N; the original TB (1906) junction may be entirely obliterated.





Southeastward view of the junction between the TB (1906) to the right and the SP Sunset Route (1881), which is the double track on the left. To the right of the photo, the TB/T&N alignment makes a big 135° turn to due south.





Northwestward view from the same location as previous. The TB (1906) is on the left and the SP Sunset Route (1881) is the double track on the right.





Eastward view of the TB (1906), the junction with the SP Sunset Route (1881) is out of sight in the distance beyond the curve. To the right is one of many industrial spurs that come off the TB/T&N in South Tucson.





Industrial spurs from the TB/T&N in South Tucson. The TB/T&N mainline makes its turn to the south (left) in the distance.





Northwestward view of the SP (now UP) mainline, 5 miles south of downtown Tucson and the TB (1906) junction (previous photo). The 9,000-foot Santa Catalina Mountains are visible in the distance. In 1912, the EP&SW completed a line to Tucson, which in and southeast of Tucson ran parallel to and 1-2 miles southwest of the SP. In 1924, the SP leased the entire EP&SW and re-configured the 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 South Line. The 15 or so miles of SP (1881) trackage southeast of Tucson was mostly removed around 1952 and now is within Davis-Monthan Air Force Base; some trackage was left in place as a branch to serve the base. All trains therefore use the former EP&SW route from Tucson to Vail. The track in this view is a crossover from the EP&SW alignment to the SP (1881) alignment, probably built around 1952.





Southeastward view of the SP (1881)-EP&SW (1912) crossover track, probably built around 1952.





Southeastward view a quarter mile south of the previous location. The SP's 1952(?) crossover between the SP (1881) and EP&SW (1912) alignments is to the right, and an industrial spur is in the foreground and turns east.





Northwestward view at the same location as previous.





Westward view of the curving industrial spur; the SP's 1952(?) is in the distance.





Eastward view of the industrial spur, which extends a half mile east of the SP (1881)/EP&SW (1912) mainline. The spur leads to the Cemex-Tucson facility, where the cylindrical tanks are visible to the left of the store cars. The line is clearly not in service; note the derail ("D") switch.





Now we are a few miles west of the previous location looking north at the TB (1906) at a location 3 miles south of the junction with the SP (1881) mainline. The 9,000-foot Santa Catalina Mountains are visible in the right distance.





Southward view of the TB (1906) (T&N since 1910) at the same location as previous.