



Famously, the Atchison, Topeka & Santa Fe mainline, which in New Mexico was built under the name New Mexico & Southern Pacific, never reached Santa Fe. Instead, an 18-mile branch was built from Galisteo Junction (later re-named Lamy) north to Santa Fe, where the rails arrived on February 9, 1880. In 2008, the northern 4 miles of the NM&SP Santa Fe Branch (1880) became part of the New Mexico Rail Runner Express commuter rail corridor between Santa Fe and Albuquerque and was upgraded to welded rail with concrete ties. South of the northern 4 miles of the upgraded NM&SP Santa Fe Branch (1880), the New Mexico Rail Runner Express heads southwest on a new (2008) alignment through this location to the NM&SP (1881) mainline, which the New Mexico Rail Runner Express follows the rest of the way south to the end of the line.

Southeastward view of the New Mexico Rail Runner Express (2008), 15 miles (as the crow flies) southwest of its junction with the NM&SP Santa Fe Branch (1880) and 1.5 miles northeast of its junction with the NM&SP (1881) mainline. The New Mexico Rail Runner Express (2008) alignment uses the center divider of the I-25 freeway for most of its length, but in this area goes through undeveloped rangeland. This is the closest as I could get to the junction with the NM&SP (1881) without 4-wheel drive.