



In 1887, the Prescott & Arizona Central Railroad was the first railroad to reach Prescott, the territorial capital of Arizona and a major mining center. The P&AC ran southeastward from the Atlantic & Pacific (AT&SF) mainline at Seligman to Prescott. The P&AC only lasted several years, in part because of poor construction; the road was so poorly constructed that there is virtually no evidence of its existence today (except for the section in Railroad Canyon just south of Seligman) and I found trace of the P&AC around this location at Granite Dells, Arizona.

The P&AC was completely obsolete by 1893, after only 6 years of service, when the southward-building, AT&SF-controlled Santa Fe, Prescott & Phoenix Railroad arrived in Prescott from a junction with the A&P at Ash Fork. The SFP&P continued on through to Phoenix, where it arrived in 1895. The SFP&P was known as the "Peavine" railroad because of its winding route. The SFP&P route ran south from Ash Fork through this location just east of the P&AC alignment. In the above westward view at Granite Dells, the 1895 SFP&P route crosses a gully on a wooden bridge.

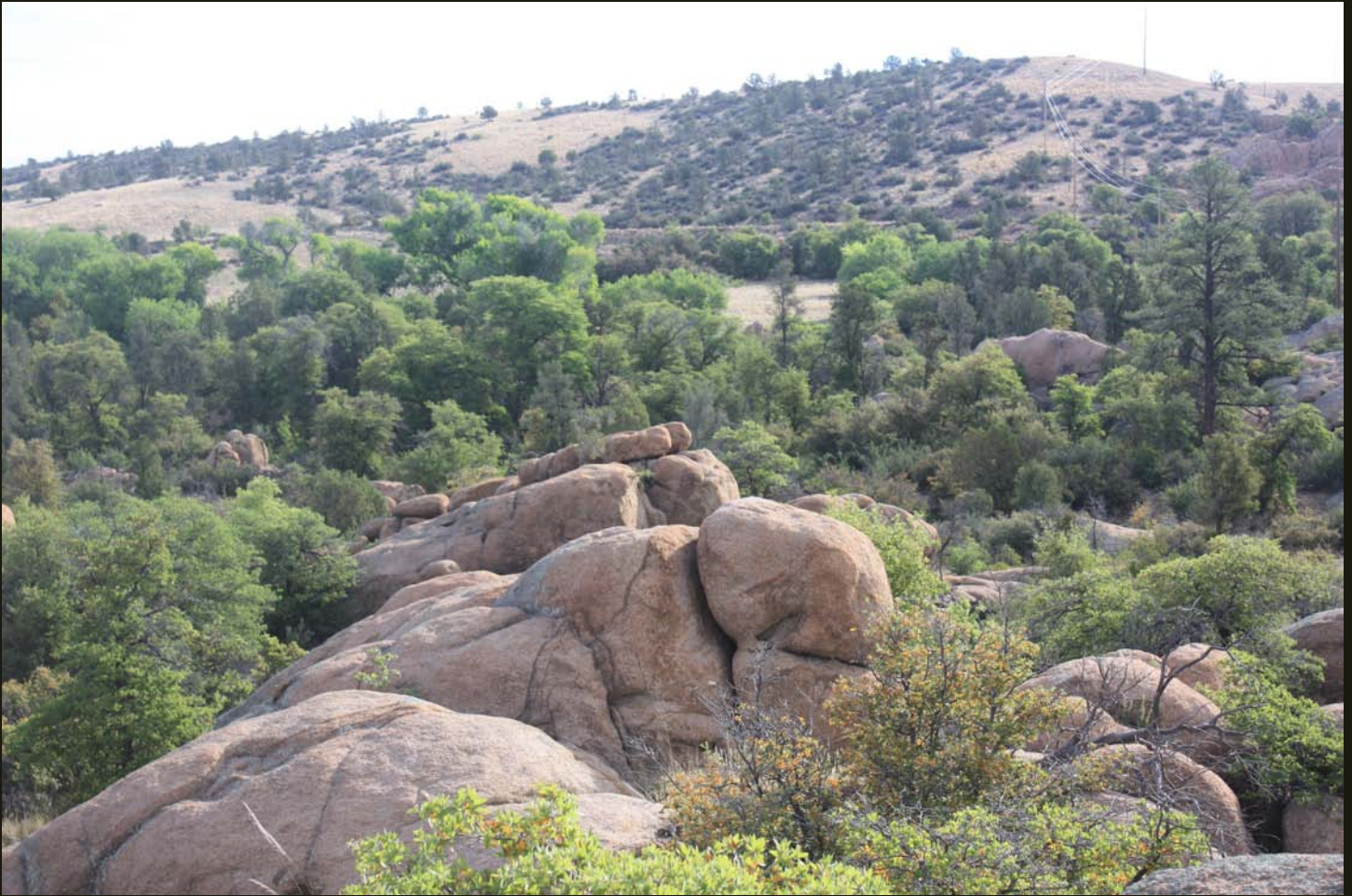
In 1962, the AT&SF re-routed the SFP&P around Prescott. The circumvented trackage was removed by 1984, leaving this bridge and the abandoned grade through Granite Dells.



Southward view of the small SFP&P bridge over a gulley at Granite Dells. The tracks were removed in 1984.



Northward view of the SFP&P grade, looking north from the location of the bridge in the previous photo.



Eastward view of the SFP&P grade, in the center distance, about a mile south of the previous photo and a few hundred feet north of the junction with the abandoned Prescott & Eastern Railroad (1899) at a location called Entro, now accessible only by walking the rail-to-trail route. Note the weathered granite boulders, a sampling of the "dells" of Granite Dells.