



In 1900, the El Paso & Northeastern Railroad formed the El Paso & Rock Island Railway to build from the EP&NE end-of-track at Carrizozo to Santa Rosa, New Mexico, which was completed in February 1902 and met the Chicago, Rock & El Paso Railway. It marked the opening of a new transcontinental route that gave the CRI&P "the shortest line from Chicago and Kansas City to El Paso and Mexico, and by way of the Southern Pacific to Los Angeles." In 1905, the EP&NE properties were merged into the El Paso & Southwestern Railroad.

The northward-building EP&RI reached Vaughn, New Mexico, in 1901, and around 1906, the Atchison, Topeka & Santa Fe-controlled Eastern Railway of New Mexico reached Vaughn and had to cross the then EP&SW-owned tracks. Today, the ERNM (now BNSF) crosses over the EP&RI (now Union Pacific) tracks at a grade separation at Vaughn, and a northbound container consist is about to pass under the structure on the original EP&RI grade.



The northbound consist passes under the Vaughn grade separation, sporting Southern Pacific livery.



Horses graze as the northbound container consist passes under the grade separation at Vaughn.



A BNSF container train passes over the Vaughn grade separation at Vaughn. Note active construction on the grade separation structure.



The westbound BNSF container train at Vaughn uses five engines to haul its load through a sea of grass and cholla on the western Great Plains. The UP (original EP&RI) tracks are in the mid-ground and the grade separation is to the right of the photo.



The EP&RI, and/or its successors the EP&SW and SP, built a yard at the town of Vaughn, just north of the ERNM grade crossing. In April 2015, the yard was being actively reconfigured.



The ERNM passes over the EP&RI, Vaughn yard on the right.



The train no longer stops in Vaughn. EP&RI grade in the distance.