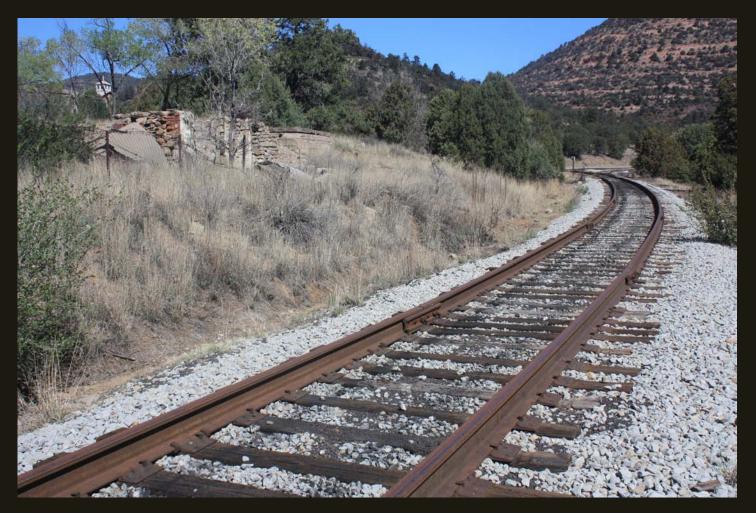
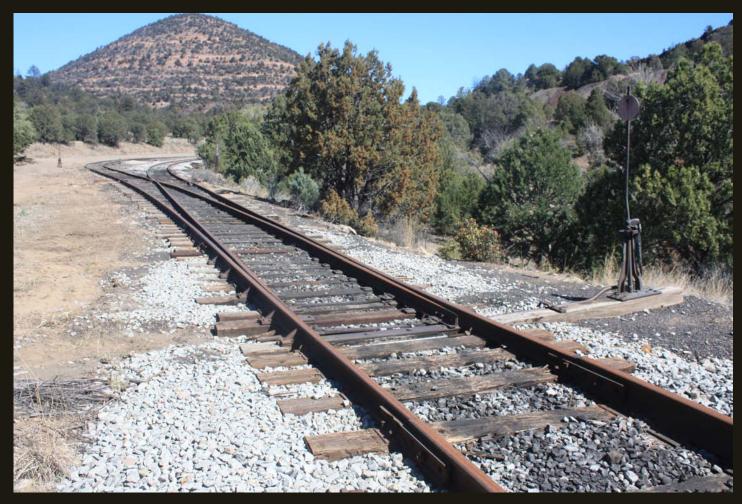


In 1891, the Silver City & Northern Railroad was built north from a connection with the Silver City, Deming & Pacific Railroad at a location called Whitewater. The AT&SF acquired this line in 1898 and extended it 4 miles to Santa Rita. The line struggled until 1910 when the Chino Copper Company acquired the copper resources, developed the open pit Chino mine, and built a smelter at Hurley (located about halfway between Whitewater and the end-of-track at Santa Rita). In 1990, the Southwestern Railroad acquired the SC&N/AT&SF trackage.

The SC&N splits at a location called Cobre, with the inactive northern branch going to mines at Hanover and Fierro. The track shown here is the inactive branch at the abandoned town of Fierro, its main building in the background.



Northward view of the inactive SC&N branch at the abandoned town of Fierro, with a defunct loading facility to the left.



Northward view of the SC&N Fierro siding. Heavier rails in the foreground change to lighter rails at the switch (see next photo).



Change of rail weight at the SC&N Fierro siding.



The SC&N Fierro-Hanover Branch end-of-track at a mine that is guarded, but I believe is inactive and definitely does not have active rail service.