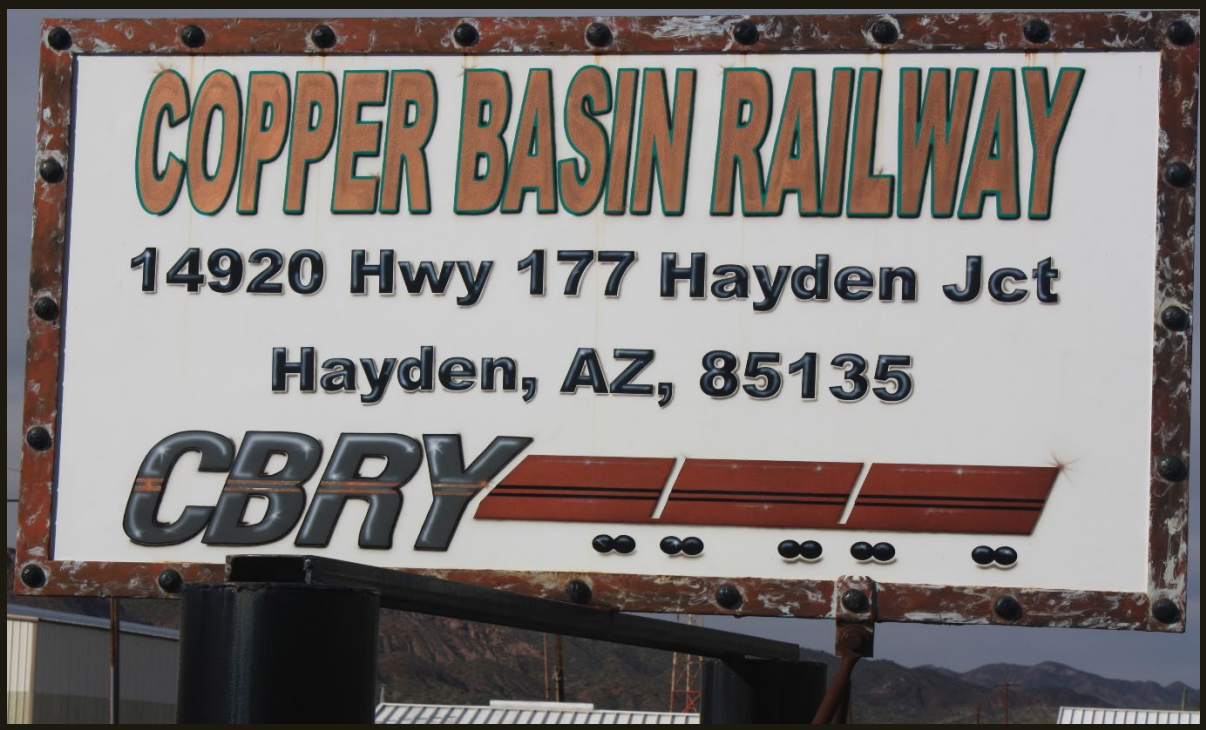
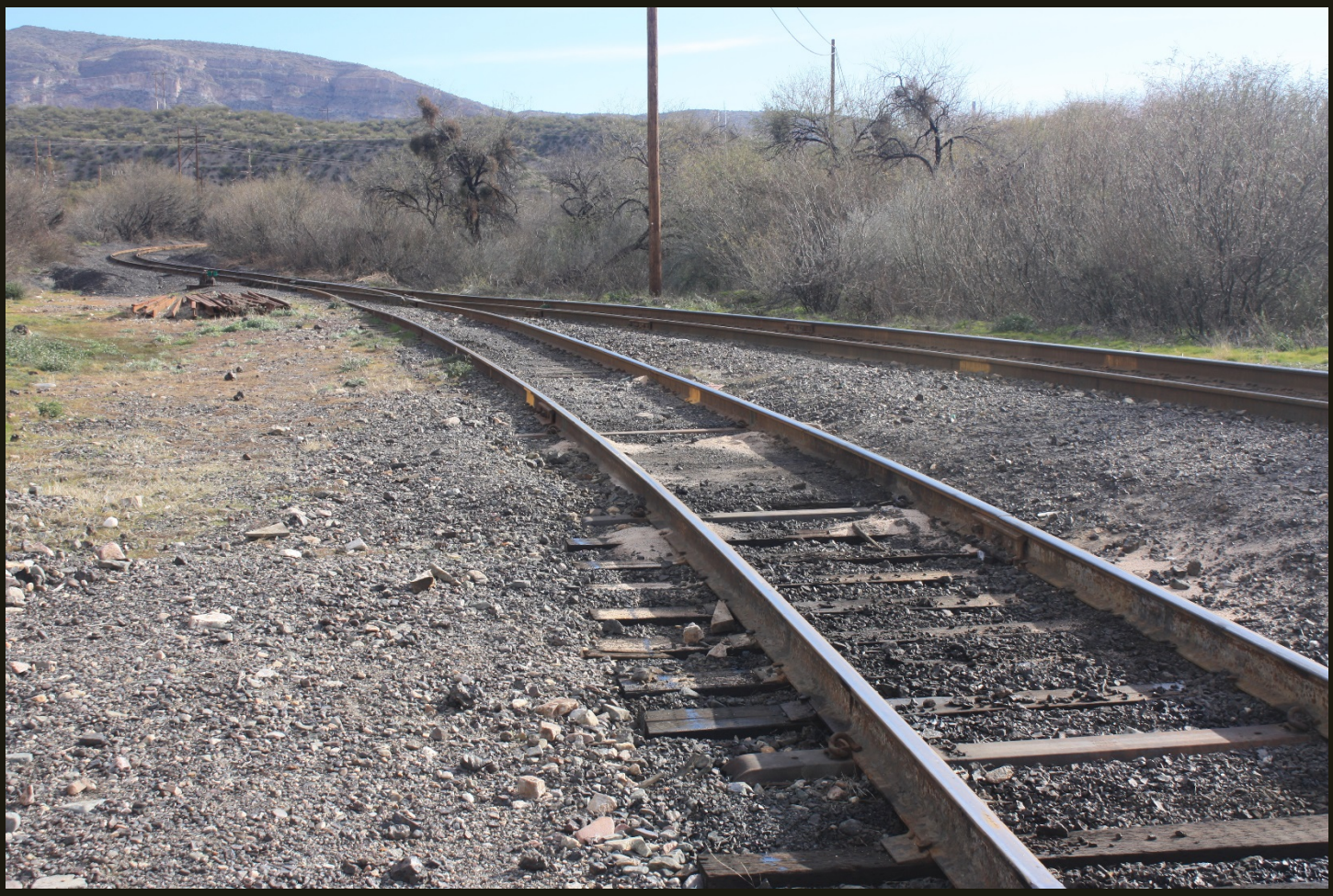
The Phoenix & Eastern Railroad was chartered in 1901 to construct a line 185 miles from Phoenix to Benson, Arizona, on the Southern Pacific Sunset Route (1881) east of Tucson, via the Gila River, and to access prime copper mining country along the route. The P&E had the backing of the Atchison, Topeka & Santa Fe Railway, which was seeking to expand its operations in southern Arizona. Construction began in 1902 at Phoenix, at the southern terminus of the AT&SF's Santa Fe, Prescott & Phoenix Railway (1895) and continued east then southeast along the Gila River and reached its terminus at Winkelman, a mining center on the Gila River, in 1904. The P&E never reached Benson; its final length was 95 miles. The SFP&P operated trains on the P&E (1904) between Phoenix and Winkelman from 1904 to 1907, when the P&E became a subsidiary of the Southern Pacific (in exchange for SP concessions to the AT&SF in northern California). The SP ran trains under its then-new Arizona Eastern Railroad, which purchased the P&E (1904) from the SP in 1945. The entire AE system, including the P&E (1904) trackage, was merged into the SP in 1955. At some point between 1955 and 1986 the SP sold the portion of the P&E (1904) southeast of Magma (where the P&E interchanges with the SP [1924]) to Kennecott, which in turn sold the line to the short line Copper Basin Railway in 1986. The CB was owned by Rail Management Corporation from 1986 until 2006, when ASARCO (originally organized in 1899 as American Smelting and Refining Company) purchased the CB. ASARCO also purchased the Ray mine and Hayden smelter, the CB's primary customers.

In 1911, the Ray & Gila Valley Railroad, which had been formed two years earlier to standard-gauge the Ray Mining Company (1899n), built a spur (not shown separately on the SWRRH Map) from this location on the P&E (1904), which became known as Hayden Junction, to 3 miles east to the then-new smelter at Hayden.

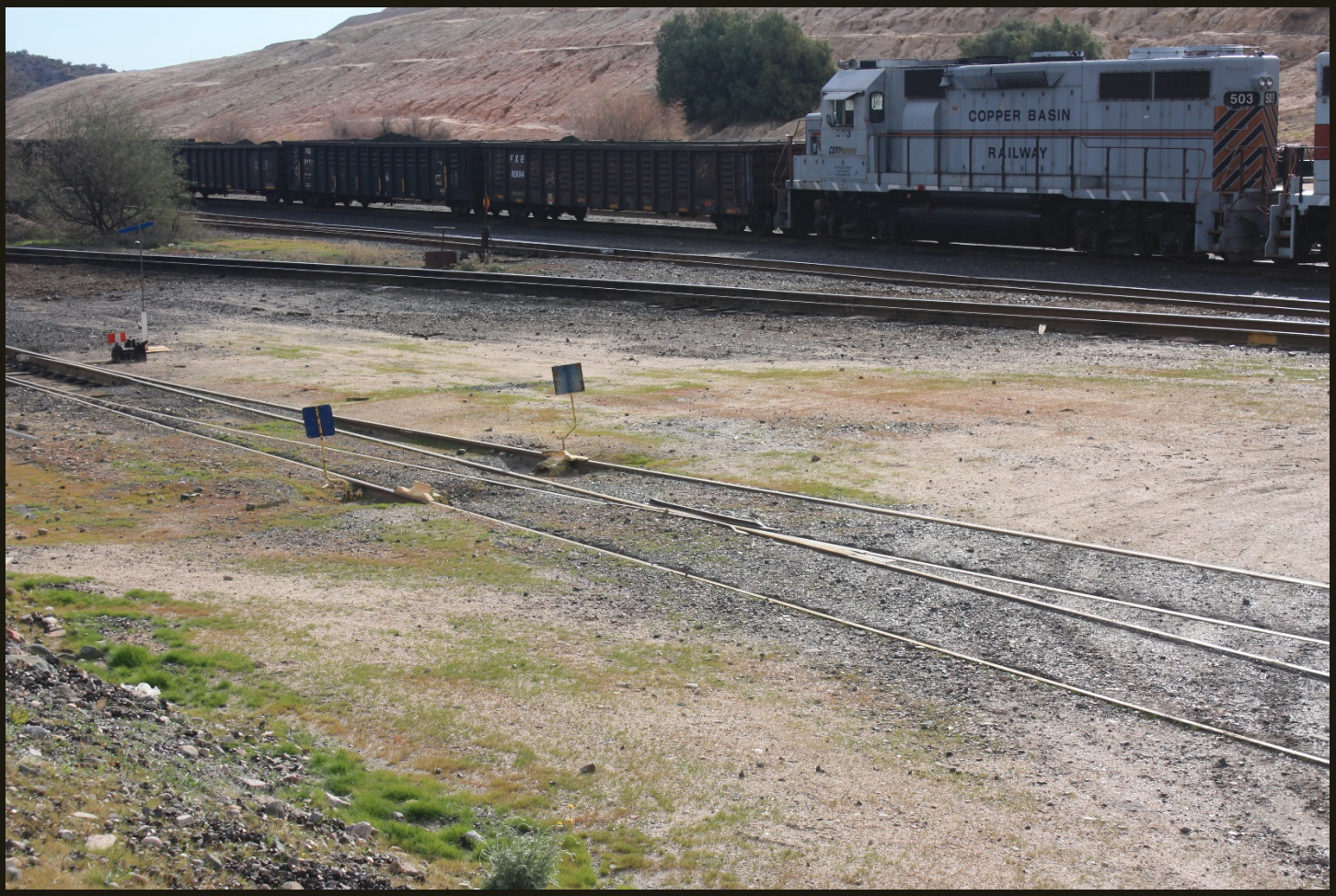
Southwestward view at Hayden Junction, 3 miles northwest of the P&E (1904) end of track at Winkelman. The slope behind the CB locomotives is the tailings pile that surrounds a one-mile by two-mile open pit mine. The tracks run east-west, parallel to a bend in the Gila River, which is on the other side of the mine. There are four tracks in this view. The farthest track, with the locomotives, is the P&E (1904), now CB, mainline. The next closer track is a siding. The next closer track is the R&GV (now CB) spur to the Hayden smelter, built in 1911; it joins the P&E (1904) at a switch (Hayden Junction) just out of sight to the right. The closest track joins the spur at a switch just out of view to the left and leads to a locomotive maintenance facility (next photo).

Westward view at Hayden Junction, same location as previous with the same locomotives on the P&E (1904) mainline. The switch for the 1911 R&GV spur to the Hayden smelter (Hayden Junction) is in the upper right between the truck and the propane tank. The closest track joins the spur just behind the viewer and leads to the locomotive maintenance facility in the upper right. The headquarters for the CB is just out of sight to the right.

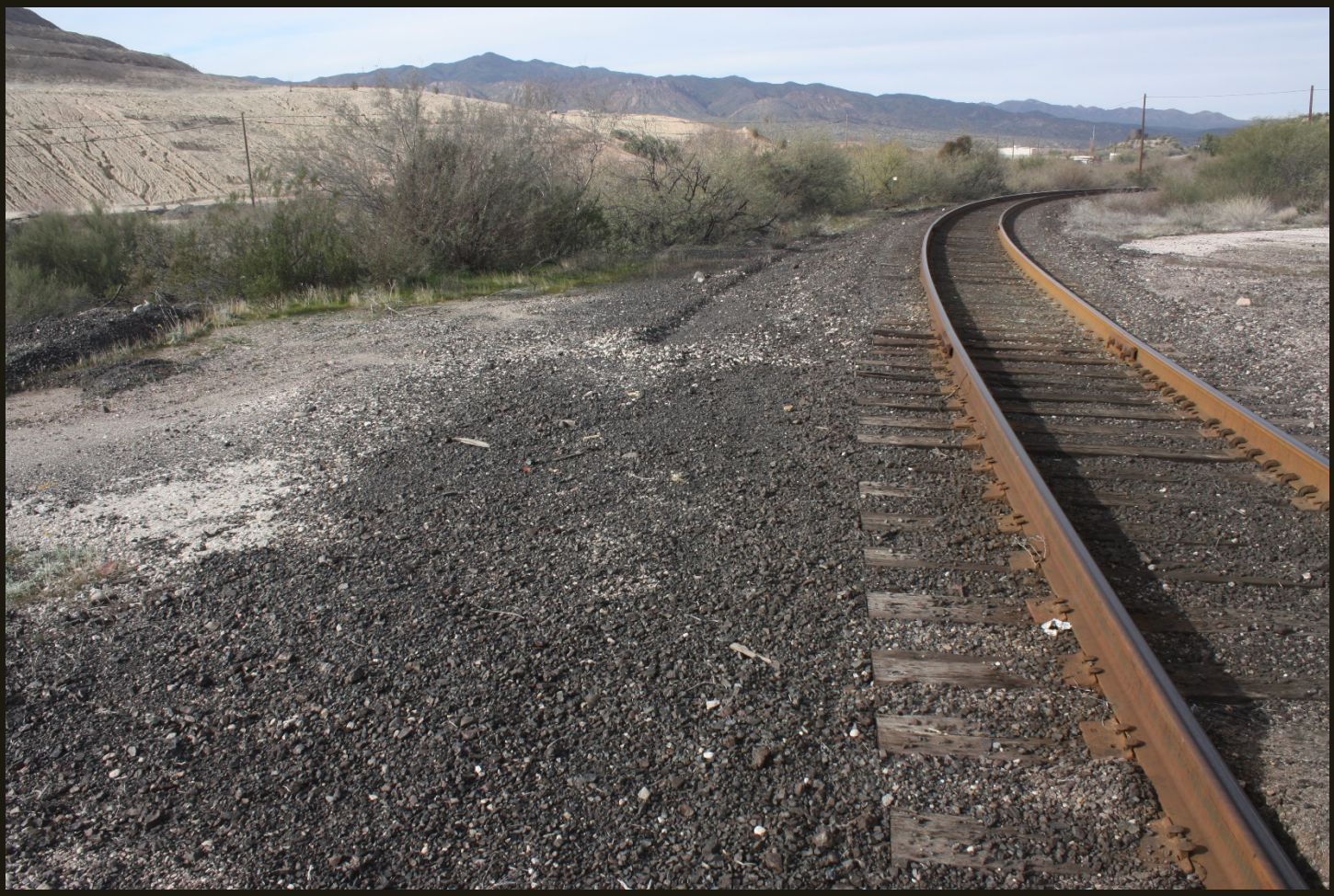




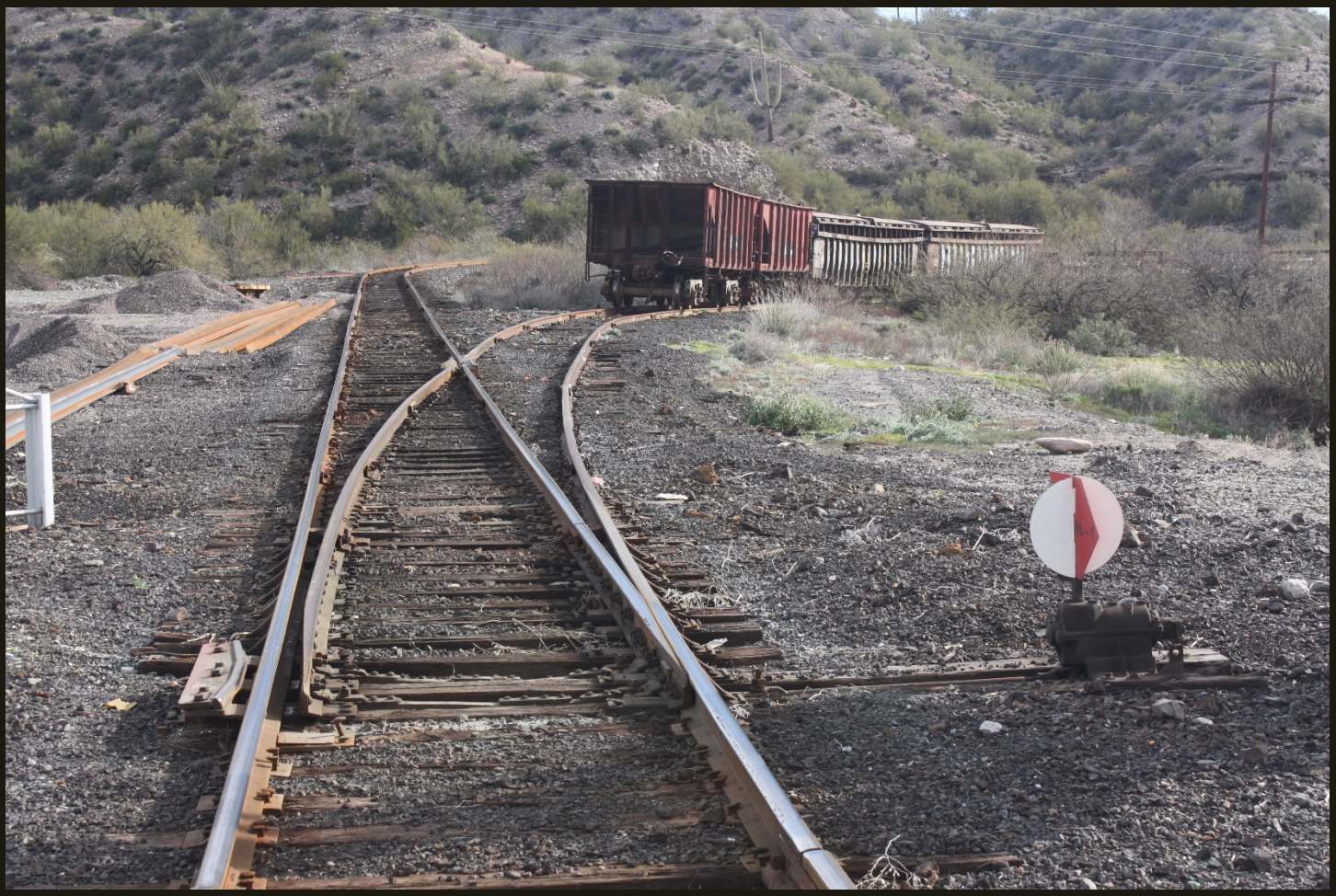
Eastward view, same location as previous. The track in the foreground leads to the CB locomotive maintenance facility (behind the viewer) and in the left middle distance connects to the 1911 R&GV spur to the Hayden smelter.



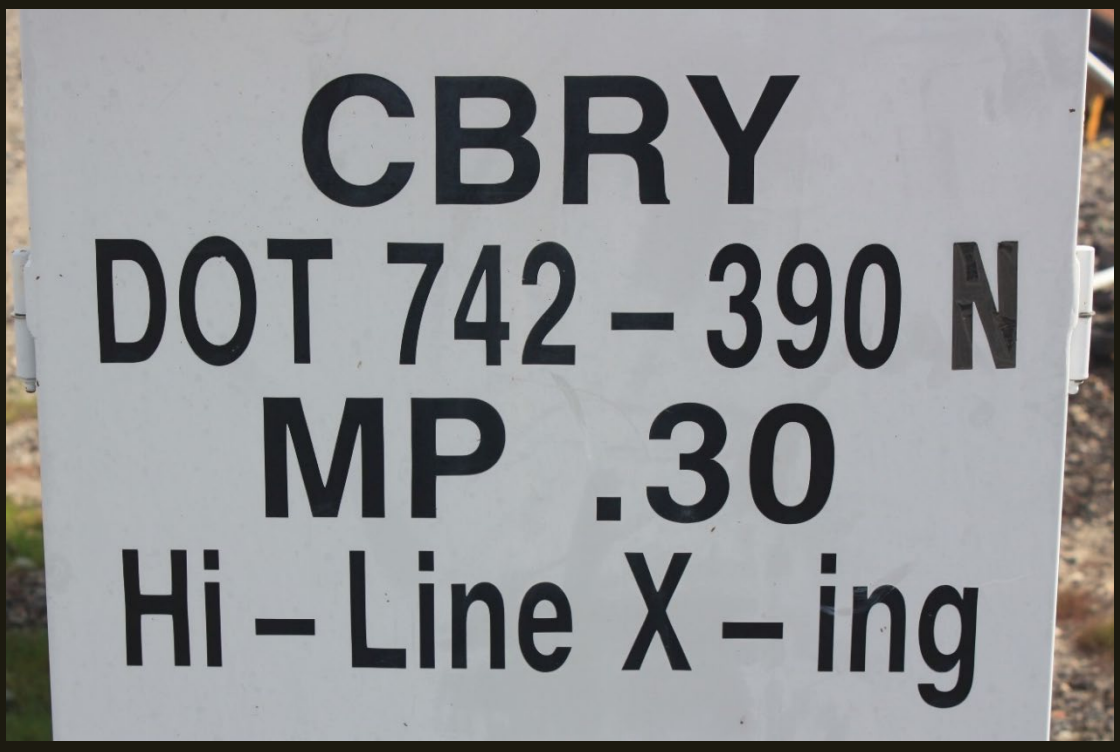
Southward view at Hayden Junction, a few steps north of the previous location. The same locomotives are on the P&E (1904) mainline with same siding parallel to it. The closer track, curving away from the mainline, is the 1911 R&GV spur to the Hayden smelter. The closest track leads to the locomotive maintenance facility and in this view splits into two tracks to enter the two doors for the facility.

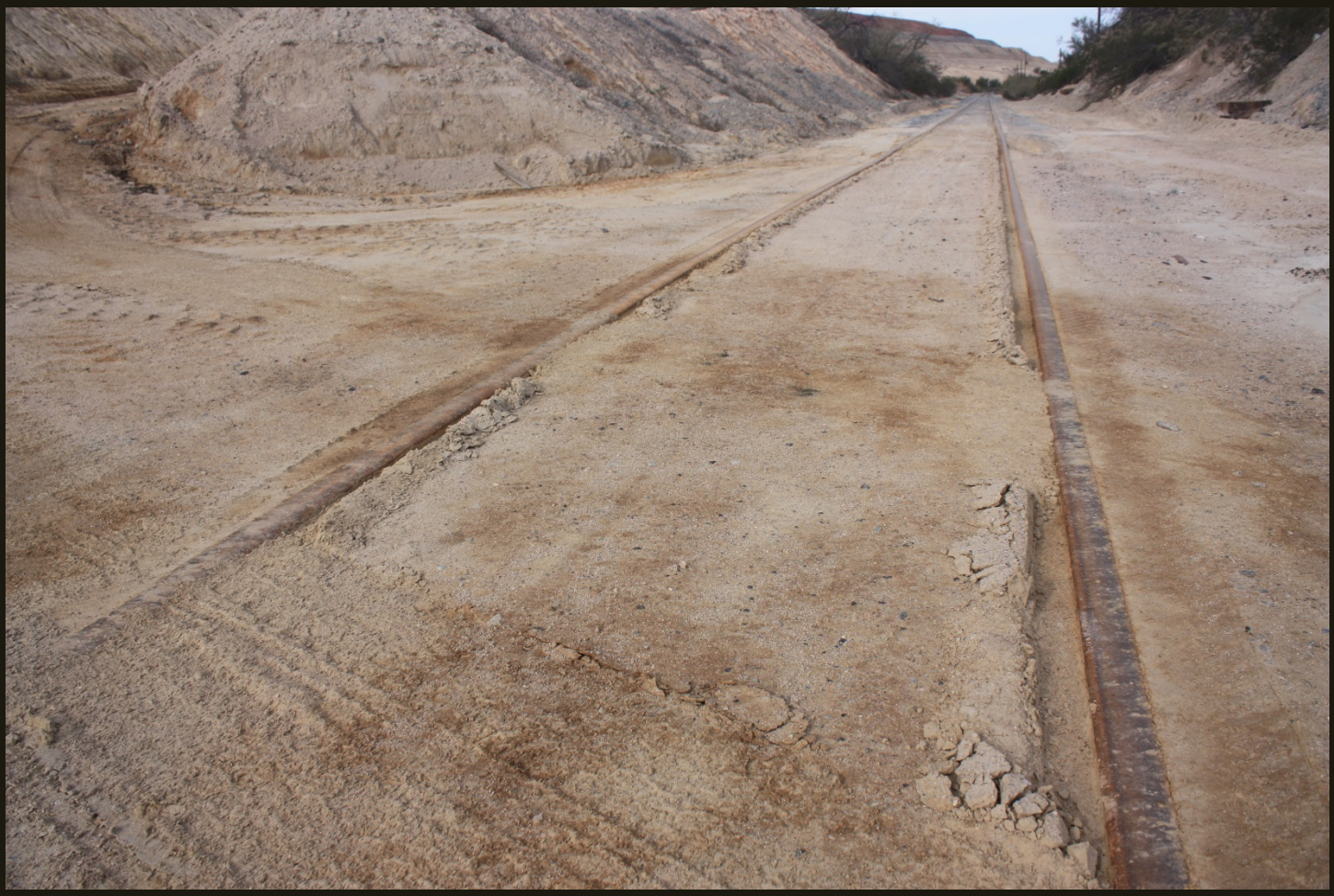


Westward view of the 1911 R&GV spur to the Hayden smelter, 1,500 feet east of the previous location. The more prominent white building in the right distance is the CB locomotive maintenance facility and the smaller buildings to its right are the CB headquarters. The P&E (1904) mainline is not quite visible at the base of the tailings pile to the left, but it is clear in this view that the spur to the smelter is at a higher elevation as it climbs off the floor of the Gila River Valley to the Hayden smelter.

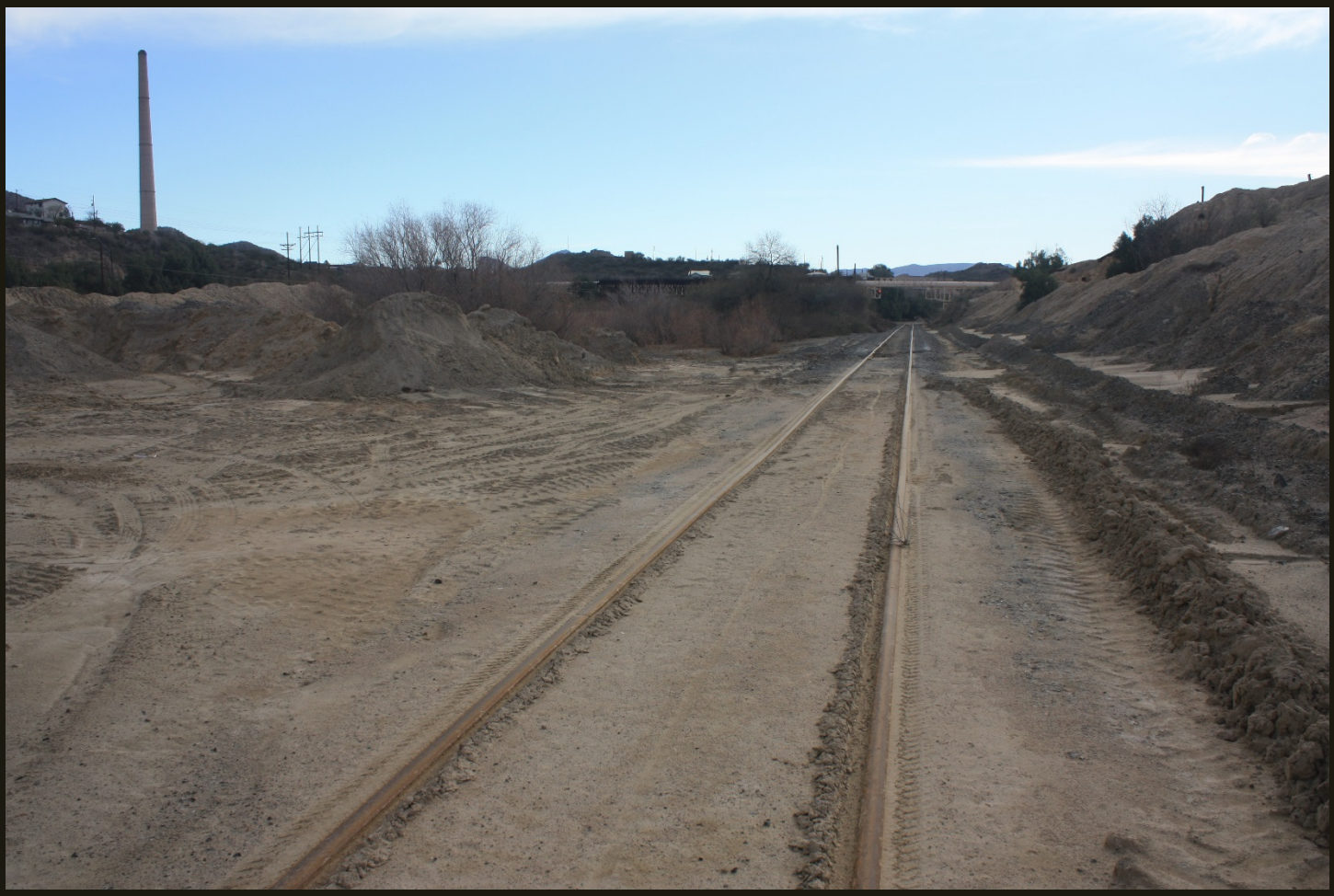


Eastward view 1911 R&GV spur to the Hayden smelter, same location as previous. The track that splits off to the right is a 1,000-foot spur for car storage. The DOT crossing sign (the 1911 R&GV spur crosses Arizona Highway 177 at this location) identifies this railroad as the CB "Hi-Line," which is apparently the CB's name for the higher-elevation spur to the smelter.

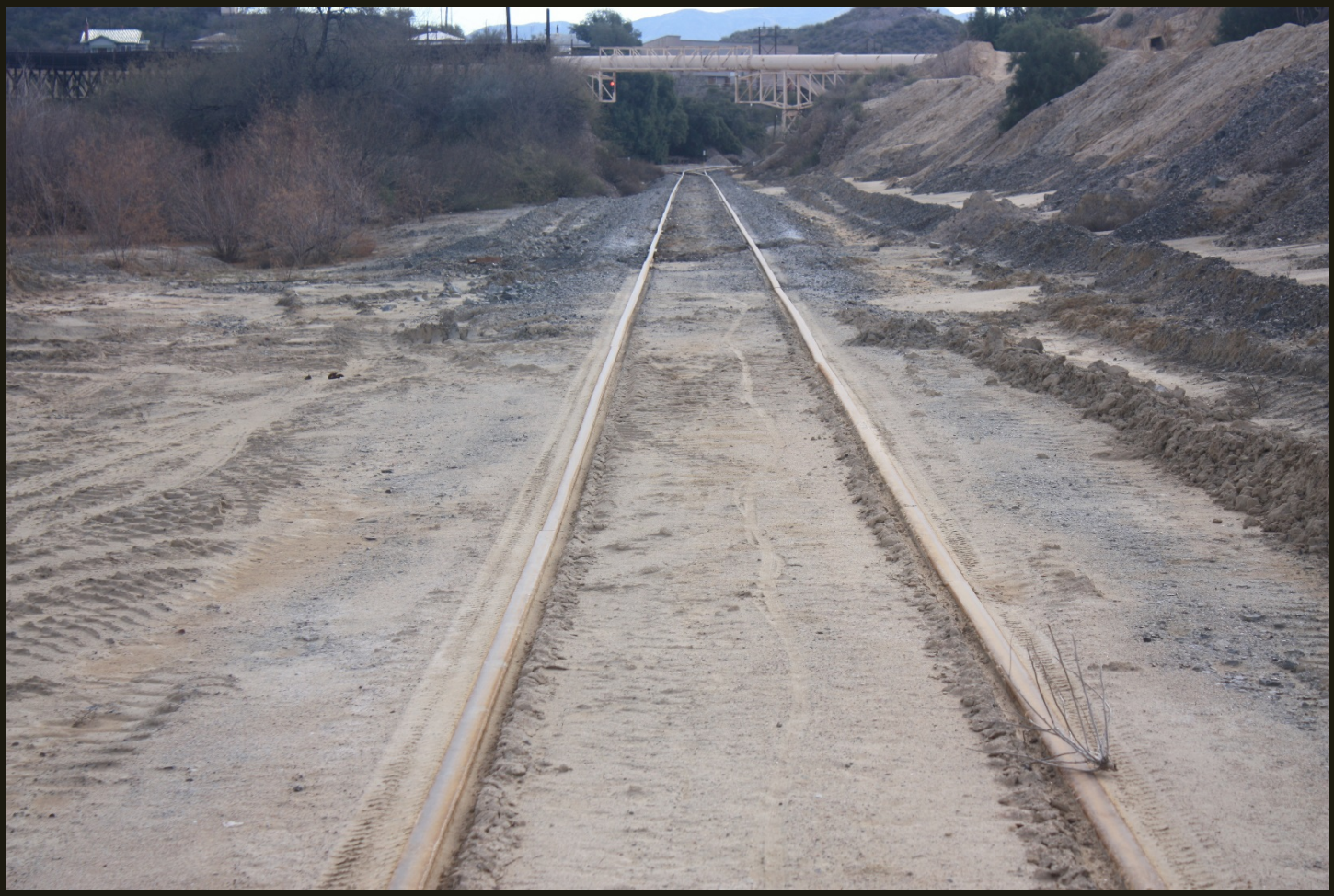




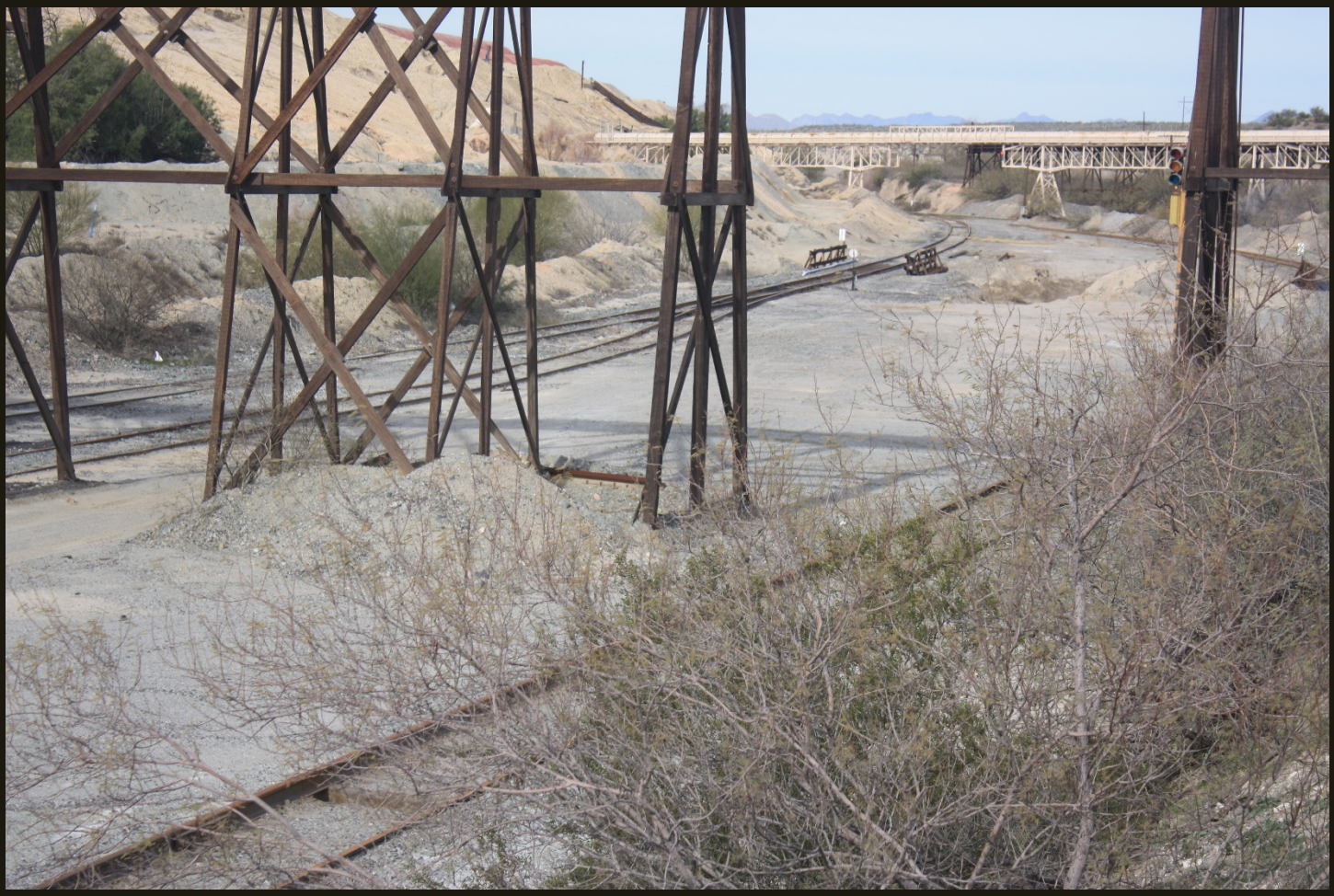
Now we are one mile southeast of the previous location looking northwestward at the P&E (1904). The slope to the left is the same tailings pile that surrounds the open pit mine; tailings have washed down onto the tracks but the CB keeps the tracks clear.



Southeastward view of the P&E (1904), same location as previous. Tailings that have washed onto the tracks and then cleared away are piled up on the left. The smokestack on the left is the Hayden smelter; the stack is located at the end of the 3-mile spur to the smelter. Note the conveyance piping over the track in the distance.

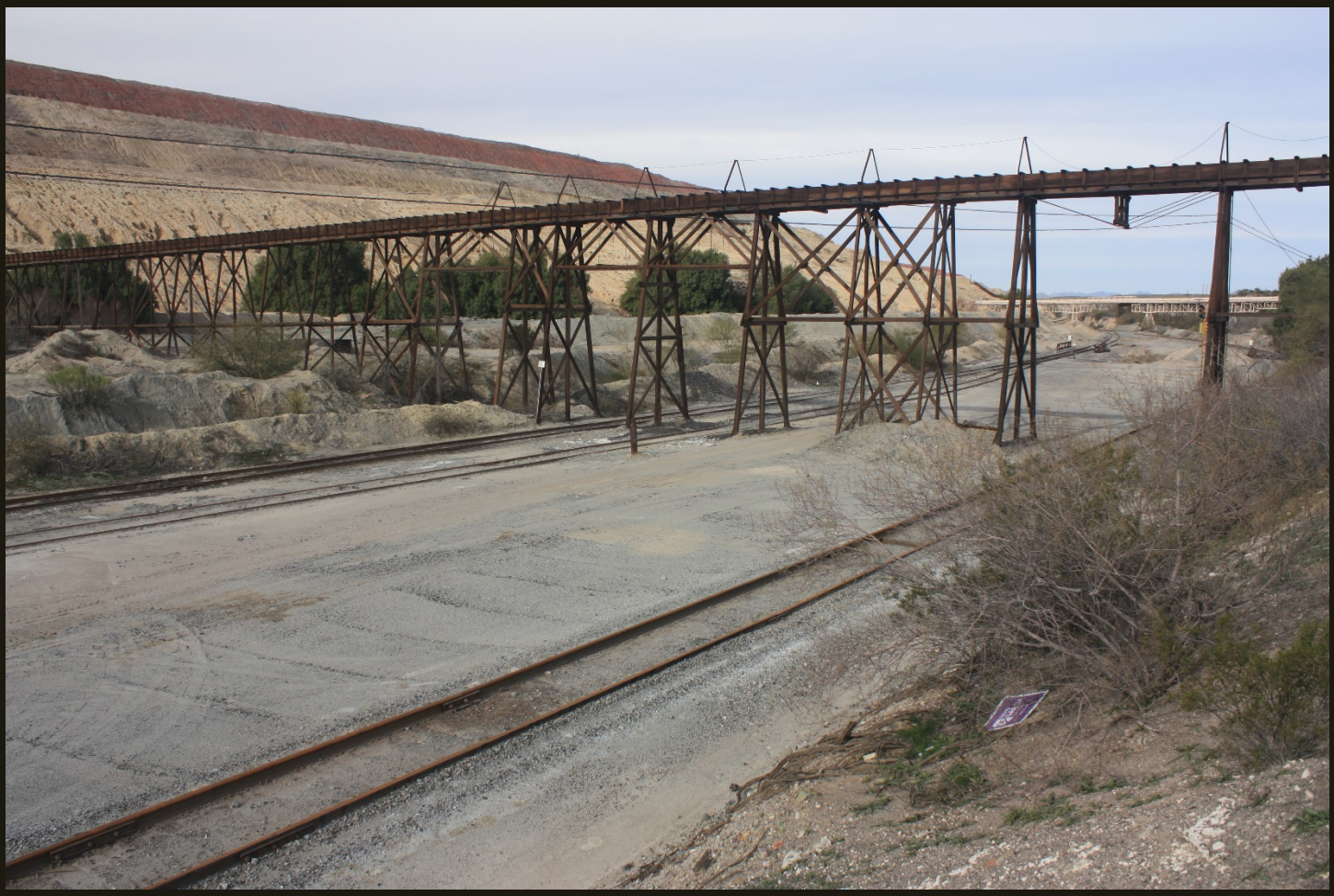


Closer southeastward view of the P&E (1904) and the overhead conveyance piping. Information on the piping and this open pit mine is sparse; there are three ore conveyance pipes: the older brown one in the upper left, the beige one over the tracks, and an older brown one farther down the line and explored below. All three lead to the same abandoned facility in central Hayden 1,500 feet northeast of this location. I assume this piping once carried ore from the mine to a former processing facility, but I could no information on this mine or the facility. According to ASARCO's website, the only active operations are mining at Ray and conveyance of the ore to the Hayden smelter via the CB. The track here, and the entire P&E (1904) mainline southeast of Hayden Junction, is only used for car storage and access to the San Manuel Arizona (1955), discussed below. It's not really discernable from here, but there is a switch under the beige pipe, better seen in the next photo.

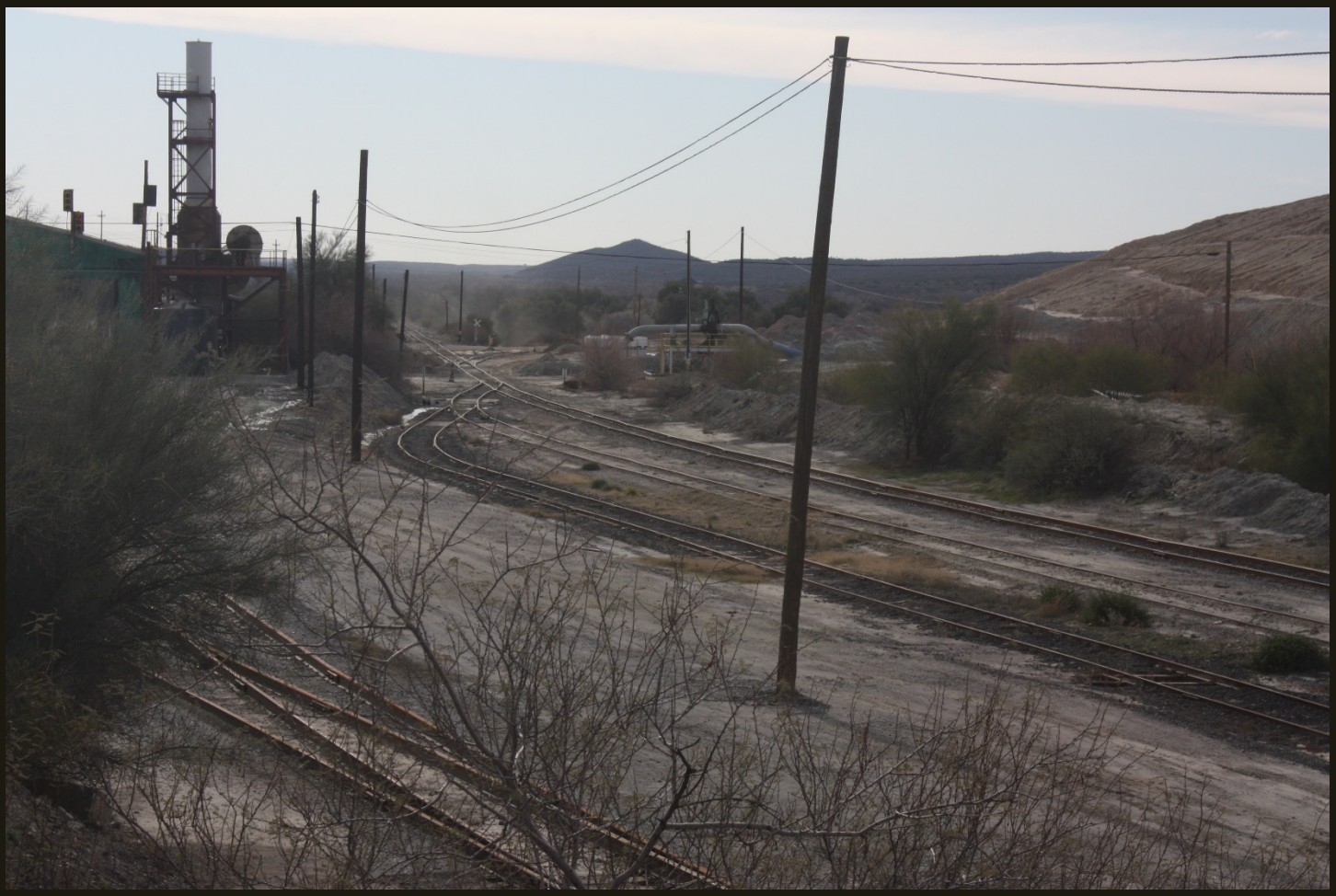


Westward view of the P&E (1904) 2,000 feet east of the previous location. The same beige pipe is in the distance over a switch where the P&E splits into two tracks and the older brown pipe of the previous photo is barely visible beyond the beige one. The trestle for the third, older brown pipe is in the foreground. The right (northern/closer) of the two tracks that emerge from beneath the beige pipe is the P&E (1904) mainline, which continues to Winkelman (the original P&E end of track). The left track is the San Manuel Arizona (1955).

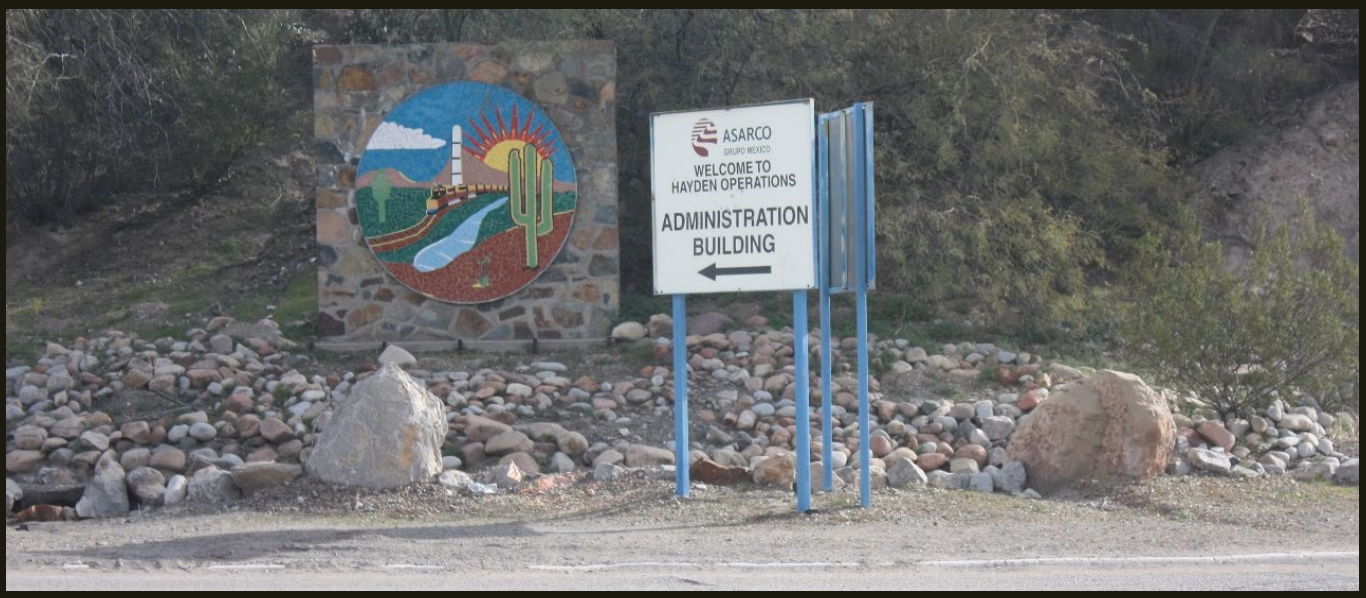
The San Manuel Arizona Railroad was constructed for the San Manuel Copper Corporation to access its San Manuel mine, located 30 miles southeast of Winkelman and Hayden (this location). The San Manuel Arizona Railroad Company, often referred to as SMARRCO, was incorporated in 1953 and the railroad began operations in 1955. The SMA (1955) crosses the Gila River and its tributary the San Pedro River at their confluence a mile south of this location and then follows the San Pedro River to San Manuel. The copper mine at San Manuel ceased operations in 1999 and was permanently closed in 2003. In 2012 work was started to construct a new locomotive inspection and servicing shop and upgrade 30 miles of mainline track between San Manuel and Hayden (this location). In 2013 SMARRCO, including the upgraded SMA (1955) trackage, was purchased by Capstone Mining Corporation to support its other mining operations in the region. The railroad has since operated sporadically.



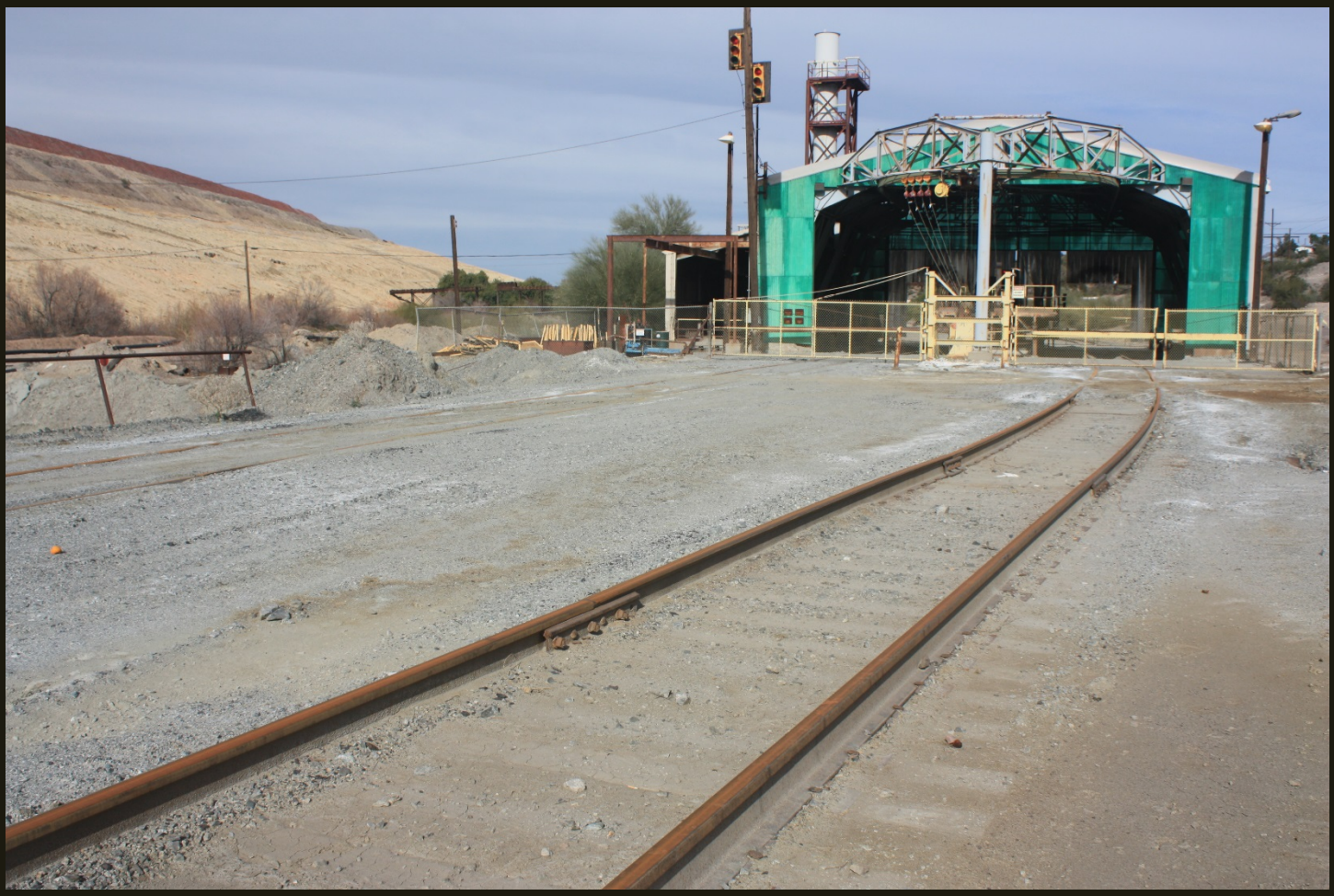
Wider westward view from the same location as previous. The track on the right and in the foreground is the P&E (1904). The track on the left (with a siding) is the SMA (1955).



Southeastward view from the same location. The track on the left and in the foreground is the P&E (1904). It is splitting into two tracks that lead to a rolling stock facility that is obscured by the bush on the far left (it is visible in the next photo). The track on the right with two sidings is the SMA (1955); the closest siding is s short spur that ends just to the right of this photo (thus it is not within the previous photo). Note the smokestack between the two railroads.

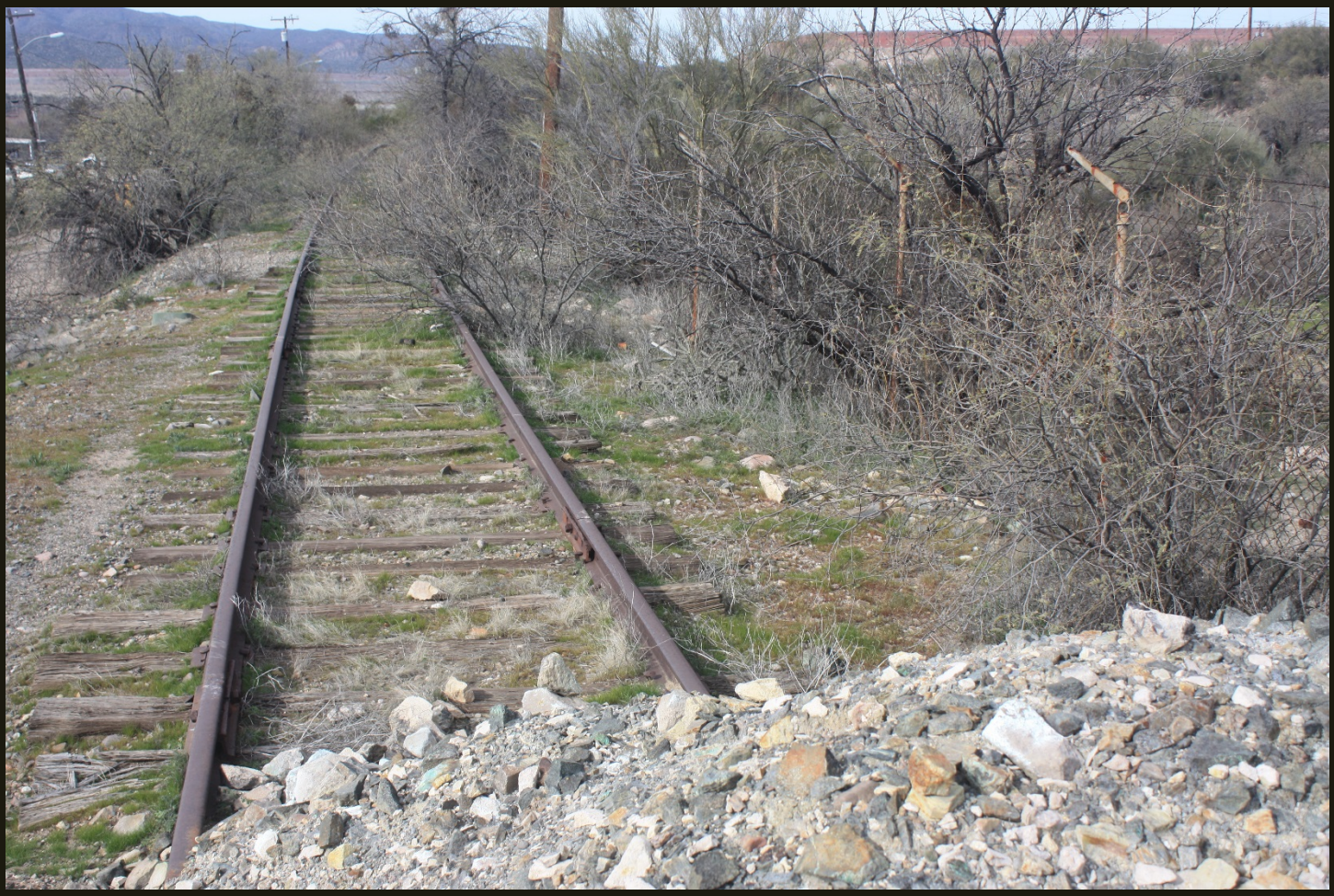


Northward view at the same location, with directions to ASARCO's offices and the Hayden smelter.

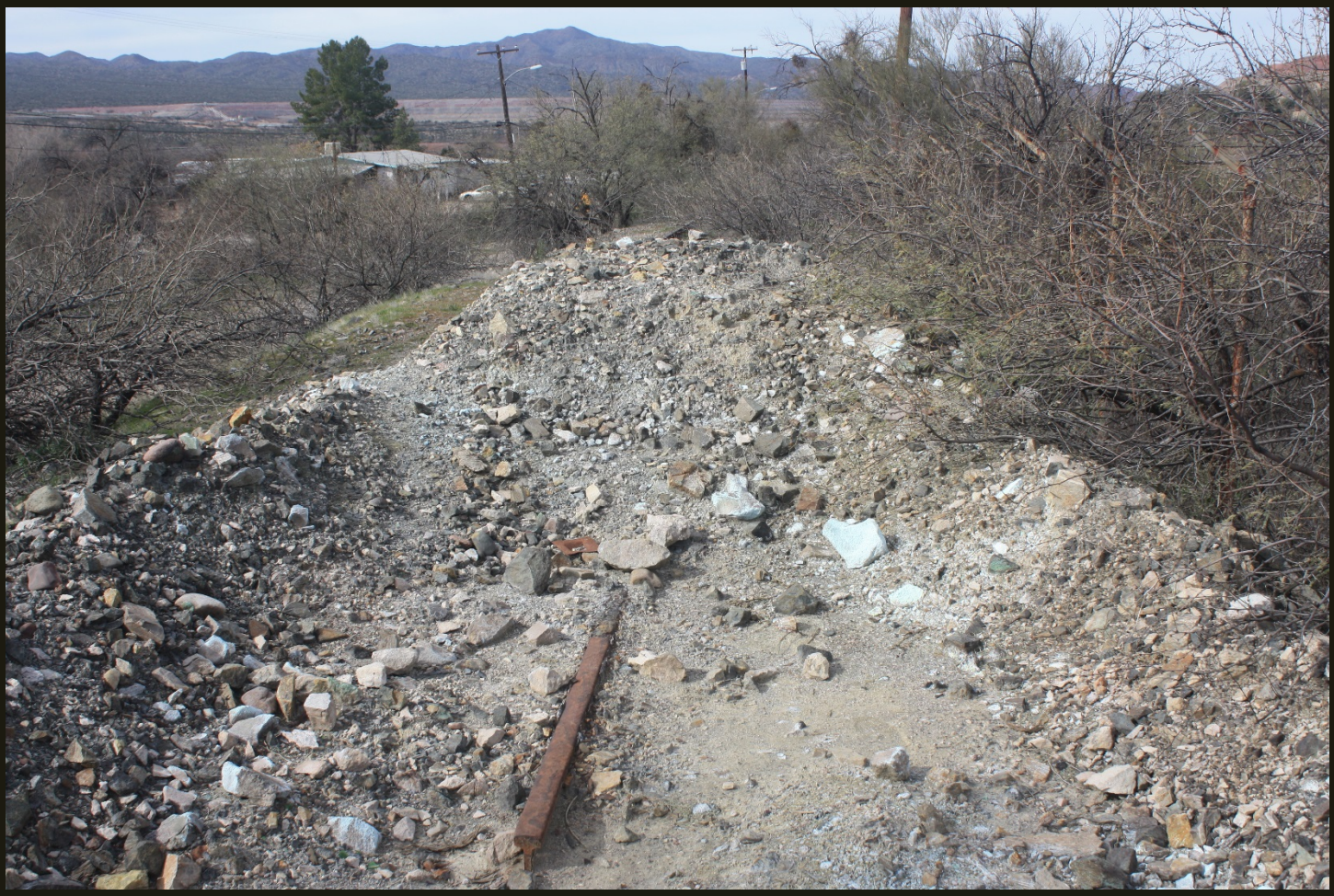


Northwestward view of the P&E (1904) 800 feet southeast of the previous location. The same smokestack is visible behind the rolling stock facility. I'm not sure what this facility does. The SMA (1955) track is barely visible on the far left. This location is one mile from the end of track at Winkelman; the P&E (1904) trackage from Hayden Junction to the end of track is used by the CB only to access this facility and to store cars between here and the end of track.

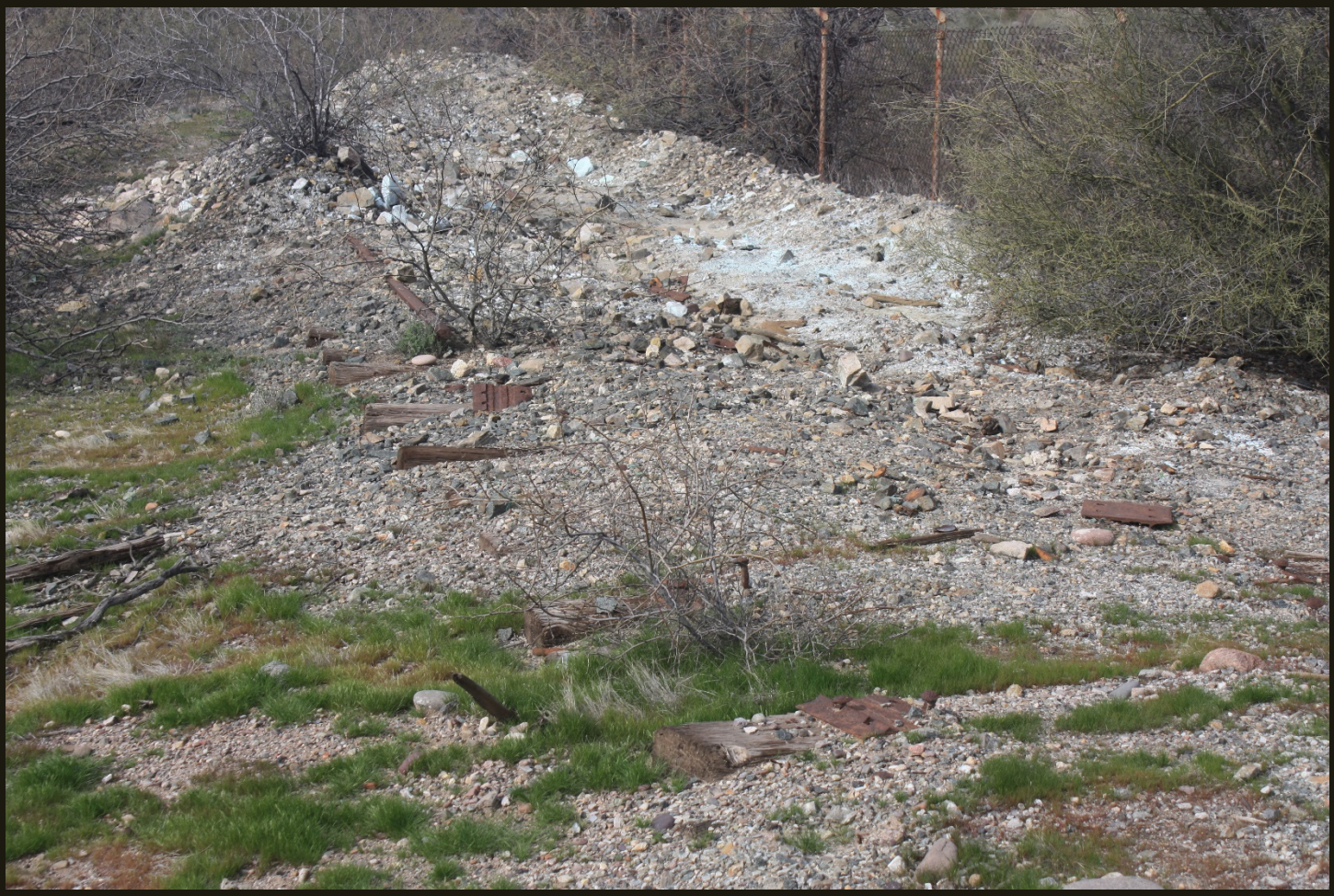
Eastward view 1,000 feet southeast of the previous location. The closer track is the P&E (1904) and the farther track, at a slightly higher elevation, is the SMA (1955). The tailings pile goes right up to the tracks.



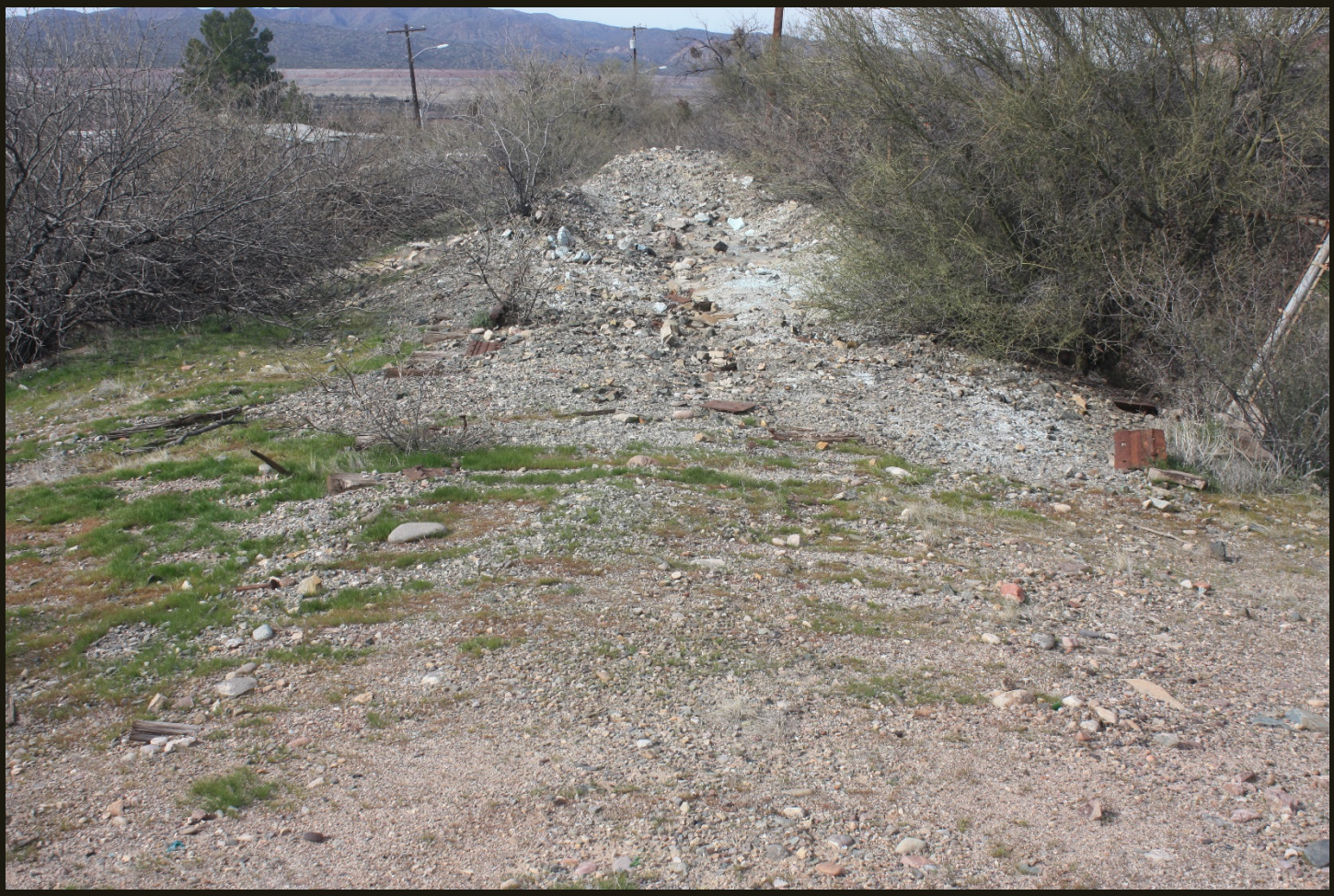
Westward view one mile southeast of the previous location at the P&E (1904) end of track in Winkelman. The Gila River makes an almost horseshoe bend at Winkelman; the curve in the railroad alignment visible here brings the P&E (1904) into an east-west alignment parallel to the river. This location is at or within a few hundred feet of the original P&E end of track, but once extended another 6 miles northeast along the Gila River to the Christmas mine. The extension of the line to Christmas was built by the SP's Arizona Eastern Railway in 1911 to tap the growing mining operations at Christmas. In 1961, the SP abandoned the AE Christmas Extension (1911) and removed the track back to this location at or very near the original P&E (1904) terminus.



Westward view P&E (1904) end of track a few steps east of previous location.

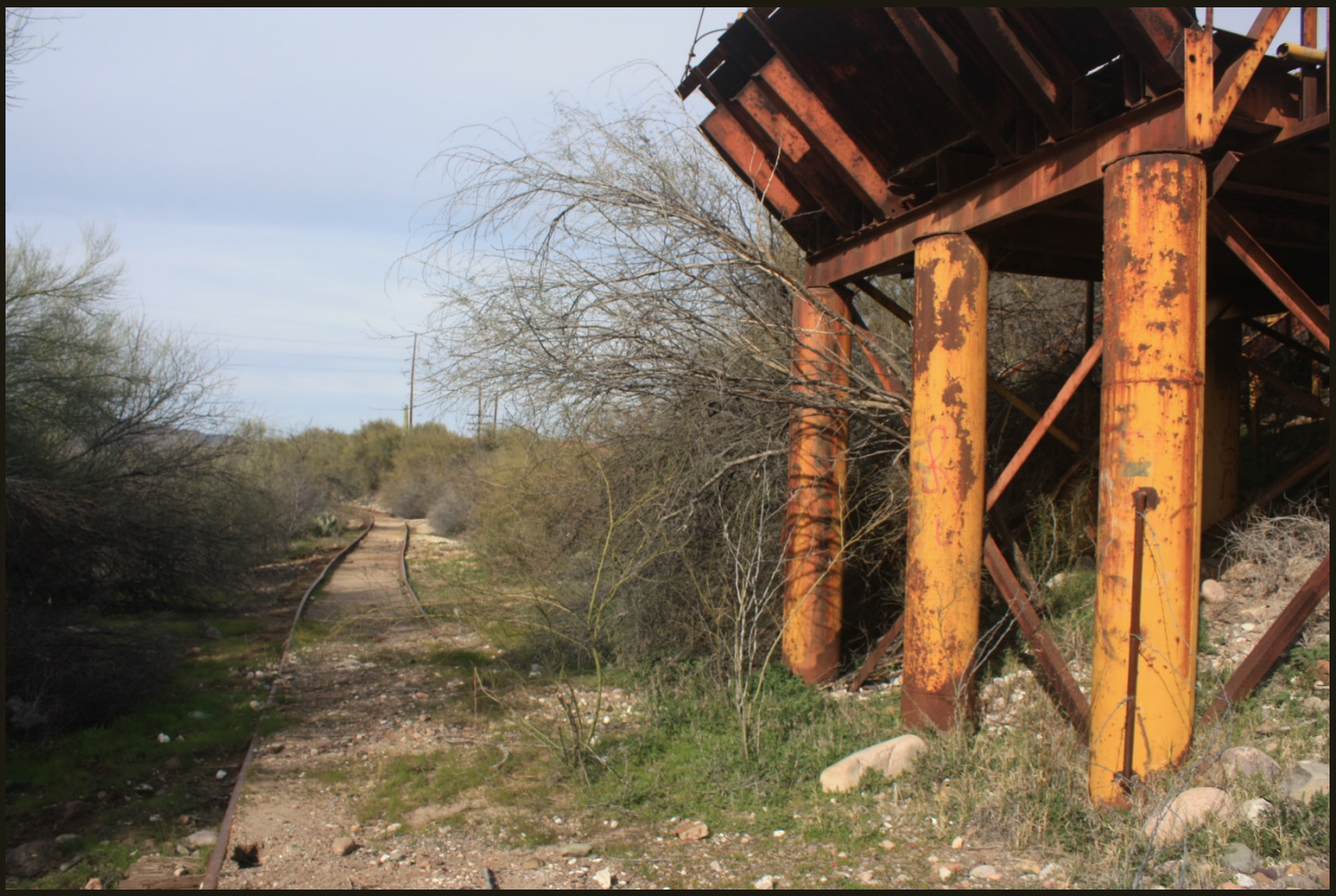


Westward view P&E (1904) end of track a few steps east of previous location. These ties and hardware could be the beginning of the AE Christmas Extension (1911).

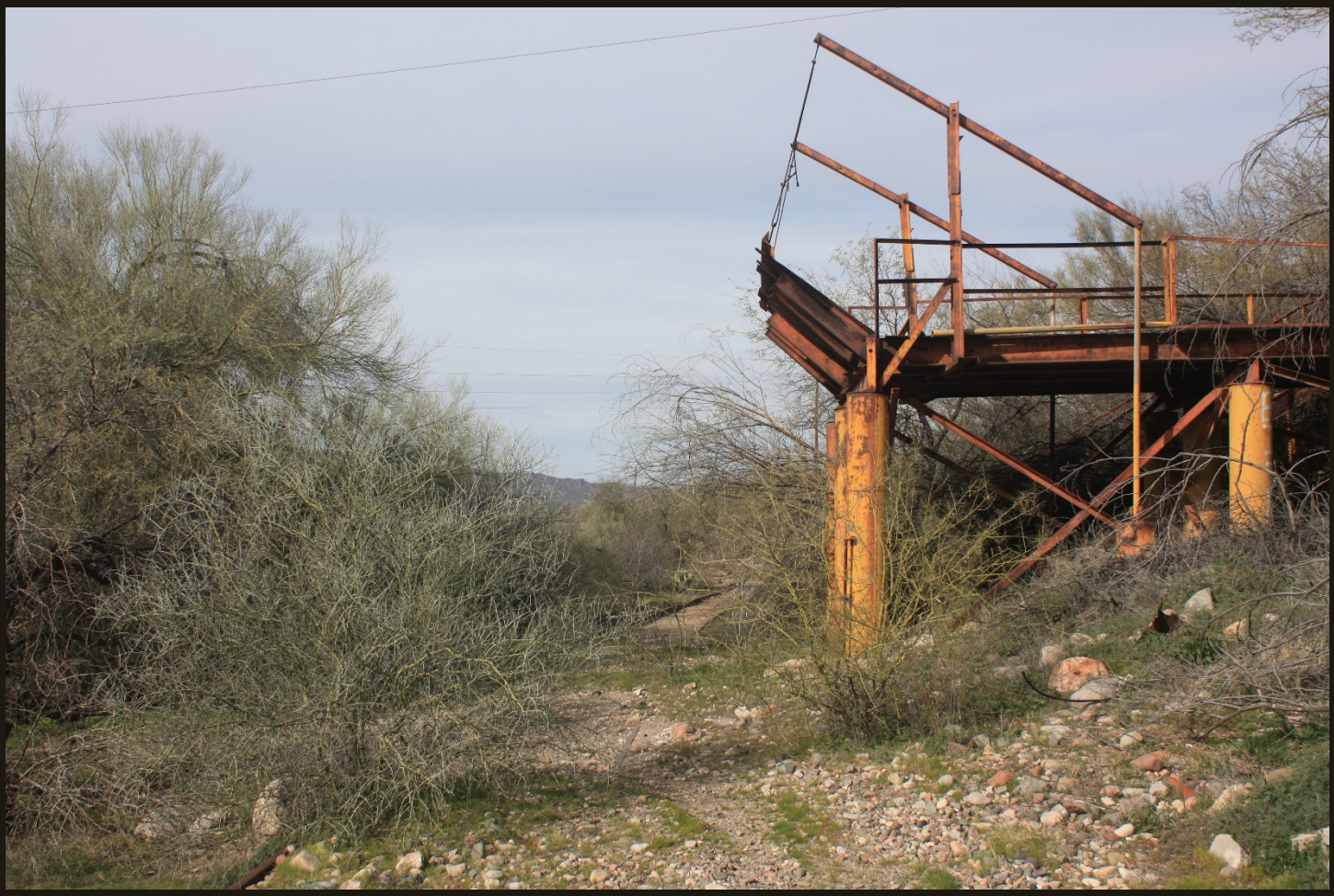


Westward view P&E (1904) end of track a few steps east of previous location. Impressions of ties removed in 1961 are visible in the foreground.

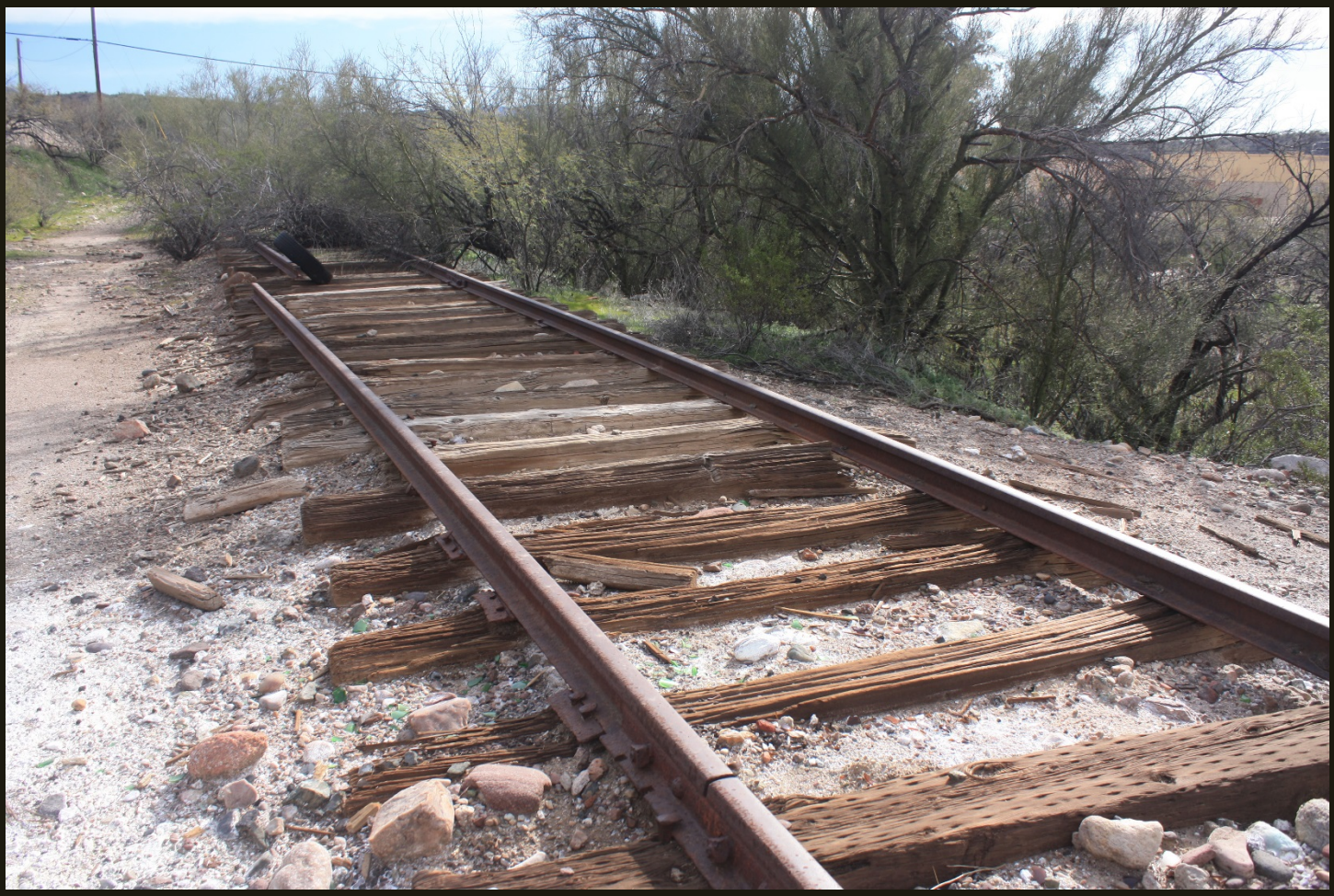
Westward view 200 feet east of previous location. The dirt pile in the left distance is the same pile seen in the previous four photos at the P&E (1904) end of track. The alignment continues its curve to the northeast and this grade is probably on the AE Christmas Extension (1911). The grade is obliterated northeast of here and most of the AE Christmas Extension (1911) is under Arizona Highway 77.



Westward view 180 feet north of the P&E (1904) end of track. The track in this view is a siding for this loading ramp and joins the P&E (1904) mainline 900 feet west of here (out of sight in the distance).



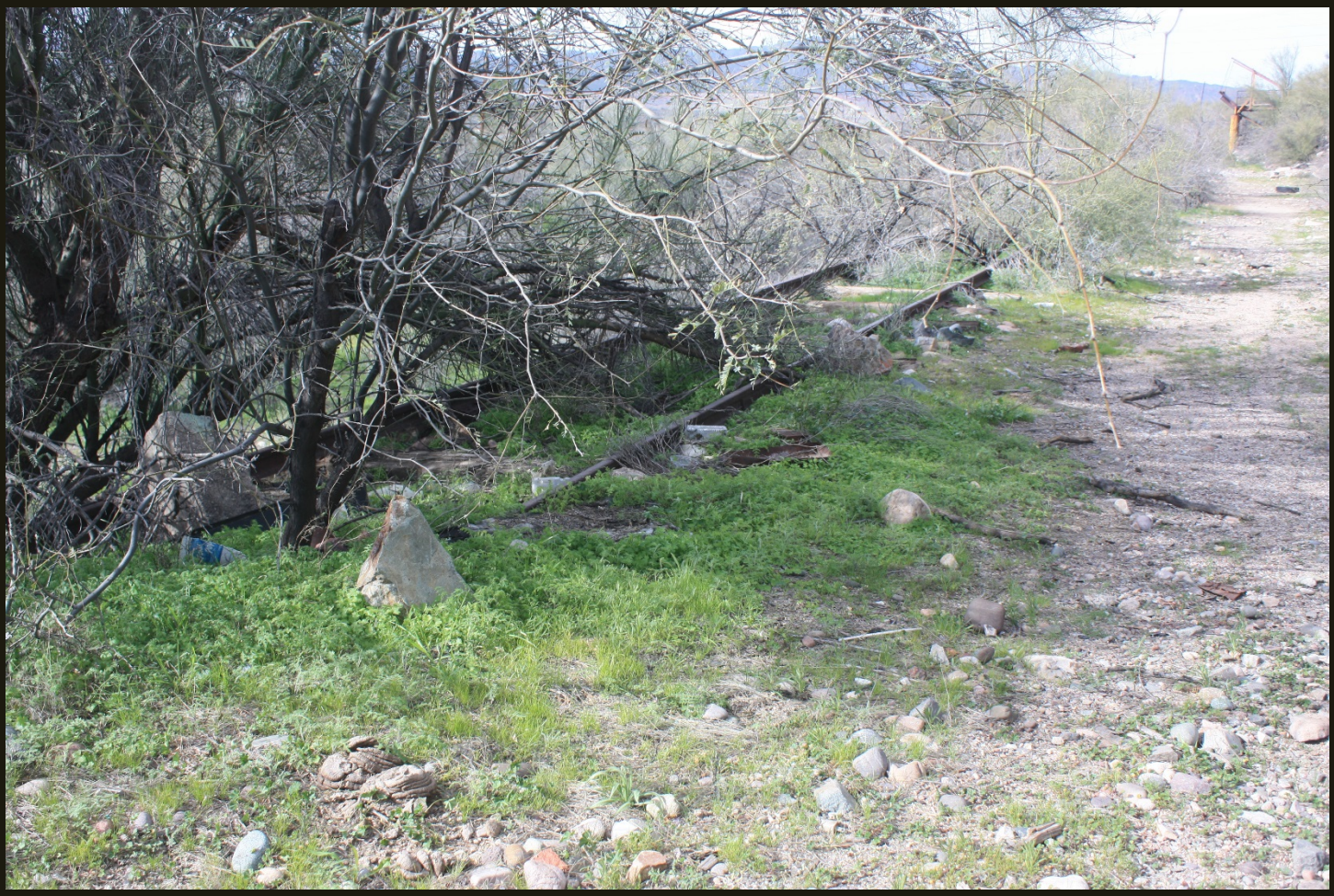
Westward view a few steps east of the previous location, showing details of the loading ramp at Winkelman.



Eastward view of the siding for the loading ramp a few steps east of previous location.

Southward view of the siding for the loading ramp, same location as previous. The P&E (1904) grade is evident in front of the building with the red awnings.

Eastward view of the end of track of the siding for the loading ramp, 250 feet east of the loading ramp. There is no evidence of the siding east of this point.



Westward view of the end of track of the siding for the loading ramp, which is visible in the distance.