



In 1907, the San Pedro, Los Angeles & Salt Lake Railroad built the Las Vegas & Tonopah Railroad to access the new gold strikes around Tonopah, Nevada. The line ran northwestward almost 200 miles from Las Vegas through this location 20 miles northwest of Las Vegas to the boom town of Rhyolite and finally to Goldfield, Nevada, where it connected to the Goldfield Railroad (1905) to access Tonopah. The LV&T was abandoned in 1918.

Southeastward view of the LV&T (1907) at Corn Creek. The LV&T grade has been reworked as an access road to the houses in the distance, which were a stop on LV&T (as shown on a 1908 topo map). The “creek” is a spring one mile northeast of the LV&T alignment at the base of the Sheep Range, and a 1908 topo map shows a dashed line, probably a pipeline, from the Corn Creek Spring to the rail alignment (this location). Today, Corn Creek Spring is a wonderful nature preserve, restoring riparian habitat and preserving endangered desert pupfish. Corn Creek the rail town (this location) is now home to “desert rats.”



Northwestward view of the LV&T (1907) near Corn Creek, same location as previous. The LV&T grade has been used as automobiles for nearly a century but is not significantly re-graded. The grade climbs for another 25 miles to the northwest before it crosses the drainage divide between the Colorado River (including Las Vegas and this location) and the Great Basin.



Southwestward view of the LV&T (1907) near Corn Creek, 1/4 mile northwest of the previous location. The slab of wood in the foreground was once part of a culvert to allow drainage beneath the railroad fill grade; I've seen identical culverts on the nearby Tonopah and Tidewater (1907), which was built at the same time as the LV&T (1907).