



Wabuska, Nevada, was established in the early 1870's, and in 1881 served as the principal Mason Valley supply center on the newly constructed, narrow gauge Carson & Colorado Railroad. The Southern Pacific Railroad purchased the C&C in 1900; just 4 years later silver was discovered at Tonopah, Nevada. In 1905, the SP-controlled Nevada & California Railroad standard gauged the line from Mound House (connection to the Virginia & Truckee Railroad) through Wabuska to Mina, Nevada, and connected with the Tonopah & Goldfield Railroad, which standard gauged the Tonopah Railroad in the same year. The Wabuska region served as the principal supplier of agricultural products for the mining camps of Tonopah and Goldfield which, coupled with the discovery of copper ore in the Mason Valley, prompted the SP/N&C to erect a new depot in Wabuska in 1906. After the discovery of copper in Mason Valley, the town became the transfer point for the new Nevada Copper Belt Railroad, built in 1909-1911 south from Wabuska 40 miles to Ludwig, Nevada, where the headquarters of the Nevada-Douglas Consolidated Copper Company was located, and north from Wabuska 2.5 miles to the Thompson Smelter. Passenger service on the NCB ended in 1945 and the entire line was abandoned in 1947. The Wabuska Station remained in active service on the SP/N&C line until declining traffic closed the station in 1979. In 1983, the depot was moved to the museum in Carson City.

In this westward view of the SP/N&C line in Wabuska, the siding to the left was for the NCB line to Ludwig and the siding to the right was for the NCB line to the Thompson Smelter.



This eastward view of the SP/N&C line at Wabuska shows sidings for what appears to be active mineral processing, probably for the massive Yerington copper mine located about 10 miles to the south and a former stop on the NCB.