



The mining town of Pioche, Nevada, was first settled in 1868 and by 1873 had the first narrow gauge railroad in Nevada. The Pioche & Bullionville Railroad (also known as the Nevada Central Railroad, but not to be confused with the narrow gauge Nevada Central (1880) in northern Nevada) was built to haul ore from the Pioche area mines to milling facilities at Bullionville (near this location), a total distance of 20 rail miles. The P&B was abandoned in 1883. In 1907, the Union Pacific-affiliated San Pedro, Los Angeles & Salt Lake Railroad built its standard gauge Caliente & Pioche Railroad to develop traffic on its then-new mainline. The C&P (1907) ran north from the SPLA&SL mainline at Caliente through this location just east of Bullionville, then used the P&B (1873) alignment for most of the distance to Pioche. All Pioche area railroads were abandoned back to Caliente by 1985.

Northward view of the C&P (1907), which later became the UP Pioche Branch, near the former site of Bullionville. There are old railroad facilities at this location, which is at the junction of a spur that ran a quarter mile northwest (left) to Bullionville (which was bypassed by the 1907 C&P alignment). I could find no evidence on the ground or in satellite images of the Bullionville spur. The alignment in the foreground was first graded by the C&P in 1907, but about a mile up the line, the C&P follows the P&B (1873).



Northward view of the C&P (1907), a slight fill grade, a half mile south of previous location.



Southward view of the C&P (1907), same location as previous. The agricultural fields in this area are centered at Panaca, a Mormon town that was settled before the mines and the railroads.