



In April 1892, Isaac G. Blake, a mining magnate from Denver, built the Needles Reduction Company mill in the town of Needles (on the Atchison, Topeka & Santa Fe Railway) and then in December 1892 began building the Nevada Southern Railway northward 25 miles from the AT&SF (originally Southern Pacific Needles Branch (1883)) at Goffs to a location south of the silver mining center of Vanderbilt in the New York Mountains. In July 1893, the NS line was extended 5 miles nearer the mines to a location named Manvel. Manvel was renamed Barnwell and was the nearest railhead for the nearby mining camps of Vanderbilt, Goodsprings, and Searchlight, Nevada. In 1895, the railroad was reorganized as the California Eastern Railway. In early 1902, the CE completed a 15-mile extension over the New York Mountains, past Vanderbilt, into the Ivanpah Valley, to a railhead named Ivanpah, to serve as the shipping point for the Copper World Mine. Several months later, the AT&SF bought the CE. Around 1904, the Ivanpah extension was crossed by the San Pedro, Los Angeles & Salt Lake Railroad, and in 1907, the CE completed a branch from Barnwell to Searchlight. In November 1918, the Copper World Mine shut down and in 1923 the CE tore up its tracks.

Northward view of the NS grade, 16 miles north of Goffs.



Southward view of the NS fill grade, same location as previous.



Westward view of the NS grade, same location as previous, with a Joshua Tree growing from the 1892 fill.



What a treat to follow a pile of sand across the desert and then find this! A memorial to the NS at a location called Lanfair, Miles north of the previous location and about 18 miles north of Goffs, where the NS crosses the old Mohave Road. The monument is on the NS grade, which extends to the right distance along the fence line.



Another view of the NS/CE monument Lanfair.

NEVADA SOUTHERN RAILWAY

IN JANUARY OF 1893 CONSTRUCTION OF ISAAC C. BLAKE'S NEVADA SOUTHERN RAILWAY COMMENCED NORTHWARD FROM GOFFS TOWARD MANVEL (LATER KNOWN AS BARNWELL) FOR THE PURPOSE OF HAULING ORE FROM THE MINING DISTRICTS OF SOUTHEASTERN CALIFORNIA AND SOUTHERN NEVADA. IT SOON WENT BANKRUPT AND WAS REORGANIZED IN 1895 AS THE CALIFORNIA EASTERN RAILWAY. SIX YEARS LATER THE LINE WAS EXTENDED NORTH INTO IVANPAH VALLEY AND IN JULY OF 1902 WAS ACQUIRED BY THE SANTA FE RAILROAD. FOUR YEARS LATER THE BARNWELL & SEARCHLIGHT RAILWAY WAS BUILT FROM BARNWELL TO THE MINES AT SEARCHLIGHT, NEVADA. AFTER 1918 THE SANTA FE ABANDONED PART OF ITS LINE IN THE IVANPAH VALLEY AND ONLY RAN TRAINS BEYOND BARNWELL WHEN WARRANTED BY DEMAND. SEVERAL SUBSTANTIAL WASHOUTS AND CONTINUING UNPROFITABILITY CAUSED THE SANTA FE TO ABANDON THEIR RAILS NORTH OF GOFFS IN 1923. LANFAIR AND IVANPAH ROAD PARALLEL THE FORMER NEVADA SOUTHERN RAILWAY GRADE AS IT PROCEEDS NORTHWARD FROM GOFFS, THEN RUNS DIRECTLY UPON IT FOR PART OF THE DISTANCE THROUGH THE NEW YORK MOUNTAINS. SECTIONS OF THE ROADBED, WASHED OUT IN SEVERAL PLACES, CAN BE SEEN FROM IVANPAH AND LANFAIR ROAD. THIS MONUMENT HAS BEEN ERECTED ON A PORTION OF THE ORIGINAL GRADE USED BY THE N S AND C E RAILROADS.



PLAQUE DEDICATED OCTOBER 12, 2008
BY THE BILLY HOLCOMB CHAPTER
OF THE ANCIENT AND HONORABLE ORDER OF
E CLAMPUS VITUS
IN COOPERATION WITH THE MOJAVE DESERT
HERITAGE & CULTURAL ASSOCIATION



NS fill grade 1 mile north of Lanfair. The gravel appears to be original ballast.



NS cut grade 1 mile north of Lanfair.