The first decade of the 1900's was a period of frenzied railroad-building in southwestern Nevada, with rich silver ore discovered at Tonopah and Silver Peak and gold-bearing quartz at Goldfield (this location).  The first railroad to reach the area was the narrow gauge Tonopah Railroad, which was built eastward during 1903-1904 from a connection with the narrow gauge Carson & Colorado (1883n) at Sodaville Junction (9 miles south of Mina, Nevada, on the C&C 1883n) 60 miles to Tonopah.  The following year in 1905, the standard gauge Goldfield Railroad was completed 31 miles from Tonopah south to Goldfield (this location).  Also in 1905, the TR merged with the GR to create the Tonopah & Goldfield Railroad, which converted the 9 miles of the C&C (1883n) between Sodaville Junction and Mina and all 60 miles of the TR (1904n) to standard gauge track, thus completing a standard gauge road from Mina through Tonopah to Goldfield (this location).  To top it all off, also in 1905, the Nevada & California Railroad (a Southern Pacific subsidiary) standard gauged the CC (1883n) north from Mina all the way to the Central Pacific (1869) transcontinental railroad and thus the national rail network.

In 1907, the Bullfrog Goldfield Railroad completed a standard gauge line from a location just south of Beatty, Nevada, in the Bullfrog mining district, north to Goldfield (this location).  In the same year, the Tonopah & Tidewater Railroad was completed from a connection with the south end of the BG (1907) (near Beatty) southward to a connection with the Atchison, Topeka and Santa Fe transcontinental railroad (original SP Needles Branch 1883) and thus another route from Goldfield (this location) to the national rail network. Also in 1907, the Las Vegas & Tonopah Railroad was completed from the San Pedro, Los Angeles, and Salt Lake (1905) mainline at Las Vegas northwestward to Goldfield (this location). Thus, by 1907, Goldfield was served by three lines: the LV&T (1907) and the BG (1907) from the south and the T&G from the north.  In addition to trains from these three railroads, Goldfield (this location) hosted T&T trains (via the BG) and trains of the local Goldfield Consolidated Mines Railroad (not shown on the Southwest Railroad History Map). As with pretty much every mining railroad in the West, all three railroads that served Goldfield were eventually abandoned: the LV&T (1907) in 1918, the BG (1907) in 1928, and the T&G (including the TR [1904n] and the GR [1905]) in 1947.

The GR (1905), the first railroad to reach Goldfield, ended at a depot one mile northwest of downtown Goldfield.  There is no longer any evidence of this depot. In 1907, the LV&T (1907) and BG (1907) entered the area from the south, the BG (1907) running about 3,000 feet east of downtown Goldfield and the LV&T (1907) running 1,000 feet east of that.  Both these railroads' mainlines continued north of town and connected with the T&G (original GR [1905]) one mile north of the original GR depot to create a through line to the north.  All three of these railroads served the town of Goldfield via spurs that led to their respective depots.  Although the abandoned grades of these railroads are fairly well preserved in the surrounding desert, as far as I can tell they are completely obliterated in and around goldfield. However, there are vestiges of the three depots, which we will explore, starting with the BG freight depot.

Southward view of the BG depot with a locomotive of the local Goldfield Consolidated Mines Railroad on display. This is the end of track of a spur that split off the BG 1907 mainline 1.5 miles to the southeast. BG passengers continued north on the mainline to a passenger depot used jointly with the T&G on the north side of Goldfield; there are no vestiges of the BG/T&G passenger depot.

T&G rolling stock is on display at the BG depot.

Northward view of the BG's spur track at the BG depot, with the same Goldfield Consolidated Mines locomotive at the far left.

Southward view of the BG's spur track for the BG freight depot 100 feet south of the previous location.

Northward view from the same location as previous. We are seeing the back of the second T&G boxcar of the previous photos.  Just past the display rollingstock is the "original" Santa Fe Club Saloon (see below).

Apparently positioned to serve thirsty BG workers, this drinking establishment was established two years prior to the arrival of the BG railroad.



THE SANTA FE SALOON

Built In 1905 By Hubert Maxgut, The Santa Fe Saloon Is The Oldest Continually
Operating Business In Goldfield. Maxgut Was Killed In A Gunfight
In 1912, But Subsequent Owners Kept The Saloon Open. It Was Located
Outside Of The Business District To Be Closer To The Mines.
Because Of Its Location, It Survived The Flash Flood Of 1916, And The Great Fire
Of 1923 That Destroyed Most Of Goldfield. In 1976, The Saloon Was Purchased
By Jim Marsh, Who Has Preserved This Piece Of Nevada History.

DEDICATED THIS 24th DAY OF APRIL, 2005
BY THE QUEHO POSSE CHAPTER 1919
OF THE ANCIENT AND HONOURABLE ORDER OF
E CLAMPUS VITUS
SATISFACTORY !

A T&G depot was at this location 1,600 feet northwest of the BG freight depot (previous location). Because passengers would have used the now-gone BG/T&G passenger depot (which was half a mile north of this location), I presume this was the freight T&G freight depot, but I could find no specific information on this. In any case there is little to see here, this foundation being the most impressive feature I could find. The concrete box on the far right may be another railroad thing. The T&G freight(?) depot was at the end of a spur that ran 0.8 mile south from the T&G mainline to this location.

The LV&T depot was at this location 1,900 feet southwest of the T&G freight(?) depot (previous location). The remnants of a once magnificent train station are now in the middle of a junkyard. The LV&T depot was at the south end of a spur that started at the LV&T mainline, which connected with the T&G north of town.

This tiny locomotive other historical mining artifacts are on display in downtown Goldfield.