



During 1873-1875, the narrow gauge Eureka & Palisade Railroad was constructed between Palisade, Nevada, and the mining center of Eureka located 85 miles to the south. From a transfer facility next to the standard gauge Central Pacific (1869) at Palisade, the E&P headed due south through one of the many north-south-trending normal-fault valleys in northern Nevada. The route follows Pine Creek, which flows into the Humboldt River at Palisade, southward 58 miles through this location near Mineral to Garden Pass, where the alignment crosses a gap between the Sulphur Spring and Mountain Boy ranges, then into Diamond Valley, which the line follows the remaining 27 miles to Eureka. For several decades the railroad hauled millions of dollars in gold, silver, and lead, but like virtually every other mining railroad in the west, the line succumbed to the effects of flood, fire, competing road traffic, and dwindling amounts of ore. The rails and rolling stock of the last narrow gauge railroad in Nevada were removed in 1938.

Northward view of the E&P (1875n) 2 miles north of Mineral, Nevada (which contains no buildings or people but was a whistle stop on the E&P). Nevada Highway 278, the modern route to Eureka, is on the left.



Southward view of the light fill grade of the E&P (1875n) at the same location as previous. Pine Creek is one mile west of this location.