



In 1880, the standard gauge Virginia & Truckee Railroad built the narrow gauge Carson & Colorado Railroad, which the V&T owners later realized was "either 300 miles too short or 300 years too early" and thus sold to the Southern Pacific Railroad in 1900. Shortly after the sale of the C&C, silver was discovered at Tonopah, Nevada, and the C&C became prosperous for the SP. Because of the break of gauge between the C&C and V&T at Mound House, the Tonopah ore had to be unloaded from the narrow-gauge cars and onto the standard gauge cars. So in 1905, the SP-controlled Nevada & California Railroad standard gauged the line from Mound House to Mina, Nevada, and connected with the Tonopah & Goldfield Railroad, which standard gauged the Tonopah Railroad in the same year. The combined V&T, N&C (SP), and T&G formed a standard gauge line from the SP (original Central Pacific) mainline at Reno to the Tonopah mines. The SP offered to buy the V&T but the price was too high and instead built its own line from Hazen on the SP (original CP) mainline to the C&C grade at Fort Churchill. The new Hazen Cutoff thus bypassed the V&T and also the C&C station at Dayton, Nevada. The newly standard gauged tracks through Dayton were later abandoned.

The C&C Dayton Station now serves as a visitor center.



Some rails were laid to add to the railroad theme of the Dayton Station now serves as a visitor center, but the hokey rolling stock does not roll on rails!