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, a total distance of 20 rail miles. The P&B was abandoned in 1883, but in 1891 the former grade around Pioche was utilized for the narrow gauge Pioche Pacific Railroad, which built a new a 15-mile line north of Pioche to Jackrabbit to serve the Bristol area mines. Both the P&B and PP were used for local ore haulage and were not connected to the national rail system. That changed in 1907, when the San Pedro, Los Angeles & Salt Lake (1905) built its standard gauge Caliente & Pioche Railroad to develop traffic on its then-new mainline. In 1912, the Prince Consolidated Mining Company completed the Prince Consolidated Railroad, a standard-gauge line that ran northeast from the C&P (1907) end-of-track at the Prince Consolidated Mill (the smokestack in the lower left of this photo). Meanwhile, the narrow gauge Pioche Pacific ran sporadically until 1948, when it was abandoned. All remaining Pioche tracks (the PC and C&P) were abandoned by 1985.

All Pioche railroads lead to the Prince Consolidated Mill, visible in the lower left of this northward view at Pioche. The mill site was first used in 1891, when the Pioche Consolidated Mill was built at this location, then called West Point. The PP (1891) built a new alignment from Pioche to the mill; that narrow gauge line approached the mill from the left (west) to process the ores mined in the area. This mill burned in 1893, but was subsequently rebuilt. In 1907, the C&P was built from Caliente to the Pioche Consolidated Mill, which the standard gauge line approached from the northeast (far side of the mill in this view). The PC (1912) began on the far side of the mill. In 1929, to increased output from new refining methods, the Pioche Consolidated Mill was reconfigured into a 250-ton flotation concentrator, but shortly after opening the entire complex burned and in 1930 a completely new facility was constructed, the Prince Consolidated Mill (visible in this photo). The aerial tramway to the mill was built at the same time.

Southward view of the same tramway. The Pioche outskirts are visible in the center of the photo and the mines that once fed the tramway are on the hillside in the upper left.

Northeastward view of the C&P (1907), a half mile northeast of the mill.

Southwestward view of the C&P (1907) and the Prince Consolidated Mill. Pioche is in the center distance.

Southwestward view of the west tip of the wye at the end of the C&P (1907).

The existing mill was built in 1930, after earlier mills burned. The flat area in the foreground had a track that ran northwest-southeast and connected to the two branches of the C&P wye (previous photo). The northwest-southeast track was the start of the PC (1912). The track extended 800 feet southeast, for car storage, turning, and access to the now-gone C&P/UP depot, and extended northwest then south a total of 10 rail miles to access the mines at Prince.

Northwestward view of the mill and the C&P/PC/UP spur (foreground) for car storage, turning, and access to the now-gone C&P/UP depot.

Southeastward view of the C&P/UP spur, same location as previous. The end of the fill grade ends just beyond the dead shrub, and once connected to a short track to the now-gone C&P/UP depot, but that alignment has been completely re-graded.

Now we are 2 miles northwest of the mill, looking eastward at the PC (1912).

Southwestward view of a significant fill grade for the PC (1912), 200 feet west of previous location.

Now we have moved 800 feet east along the PC (1912) to a location called Atlanta, looking west where in 1912 the PC crossed the narrow gauge tracks of the PP (1891). Some old footings are still present in the significant fill grade for the standard gauge PC (1912). I don't know if the crossing was a simple cross track or if the grade was separated, perhaps using this fill grade for an overpass.

Narrow gauge railroads were lightly graded, making abandoned grades notoriously difficult to find, and the PP (1891) is no exception. These mounds of dirt south of the PC (1912) at Atlanta have the proper location and alignment to be the PP.

Westward view of the PC (1912), 500 feet west of the previous location at the west end of Atlanta. The PC grade is in the foreground and the dirt road that circumvented the railroad grade through Atlanta rejoins the PC alignment on its way to the mines at Prince.