



In 1905-1907, the Pacific Coast Borax Company constructed the Tonopah & Tidewater Railroad to transport borax from Death Valley, California, to coastal markets. The T&T reached neither the gold-mining boomtown of Tonopah, Nevada, nor ocean "tidewater." The T&T was a branch of the AT&SF, constructed northward from the SP-built AT&SF mainline (SP Mojave Branch (1883)) at Ludlow, California, to the mining town of Gold Center, Nevada. From Gold Center the T&T reached Beatty, Rhyolite, and Goldfield, Nevada, via trackage rights with the Bullfrog Goldfield Railroad (1907). From 1908 to 1914, the Bullfrog Goldfield Railroad was combined into the T&T, and then combined again in 1918 after the demise of the Las Vegas & Tonopah Railroad. The T&T owned and ran both lines from 1920 until 1928. Once the Tonopah boom ended, borax shipping accounted for the majority of its business, and when the borax operations were moved from Death Valley to Boron, California, in 1927, the line declined swiftly. After a flood in 1933, Ludlow was abandoned and operations ran north from Crucero, where the T&T crossed the San Pedro, Los Angeles & Salt Lake Railroad (1905), which by 1933 was called the LA&SL. By 1940 the entire line was out of service and the T&T tracks were torn up in 1942.

The T&T runs north-south through several fault-bounded valleys of the Basin and Range Geologic Province and across several dry playas such as Silver Lake (this location). Eastward view of Silver Lake and the Soda Mountains, 8 miles north of Baker, California. The T&T (1907) is the barely visible linear feature that runs across the image in the distant part of the lake, between the wild burro and the Soda Mountains.