



During 1873-1875, the narrow gauge Eureka & Palisade Railroad was constructed between Palisade, Nevada, and the mining center of Eureka (this location) 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 to Garden Pass, where the alignment crosses a gap between the Sulphur Spring and Mountain Boy ranges, and into Diamond Valley, which the line follows the remaining 27 miles to Eureka (this location). 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.

Northwestward view of a dilapidated building on the northern outskirts of Eureka. An old timer in Eureka told me this building was the E&P Eureka depot. According to a map in David Myrick's book "Railroads of Nevada Volume I," a "depot" was at this location, there were two E&P tracks on the other side (west) of the building (which can just about be made out in satellite imagery), and this was the southern terminus of the E&P (1875n). Myrick's map also shows this was the starting point of the Ruby Hill Railroad, which consisted of several miles of track serving the Ruby Hill and other local mines (not shown on the Southwest Railroad History Map).



Northward view of downtown Eureka one mile south of the E&P depot (previous location). There was no railroad within town but there are beautiful historic buildings built during Eureka's heyday. A vintage E&P crew car is on display just to the left of the Jackson House Hotel; the crew car is now a visitor center with information about the railroad.

EUREKA & PALISADE RR

In 1873 separate stage company owners Gilmer and Salsbury along with Hotel owner J.P. Withington organized the E&P to supply the Eureka Mining District. With the first train reaching Eureka on October 22 1875.

This 87-mile-long narrow gauge train survived several floods with the worst being in March of 1910 that washed out 11 miles of track. 3 separate companies operated the line, the first being the Eureka and Palisade Railroad from 1873 - 1901, second being the Eureka & Palisade Railway from 1901 - 1911, third Eureka - Nevada Railway Company from 1912 - 1938 making its last run on July 1 1938.

Dedicated this 3rd day of June 2017 / 6022 by
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Closer view of the vintage E&P crew car on display in Eureka.

