



In April 1892, Isaac G. Blake, a mining magnate from Denver, built the Needles Reduction Company mill in the town of Needles (on the Atchison, Topeka & Santa Fe Railway) and then in December 1892 began building the Nevada Southern Railway northward 25 miles from the AT&SF (originally Southern Pacific Needles Branch (1883)) at Goffs through this location to a location south of the silver mining center of Vanderbilt in the New York Mountains. In July 1893, the NS line was extended 5 miles nearer the mines to a location named Manvel. Manvel was renamed Barnwell and was the nearest railhead for the nearby mining camps of Vanderbilt, Goodsprings, and Searchlight, Nevada. In 1895, the railroad was reorganized as the California Eastern Railway. In early 1902, the CE completed a 15-mile extension over the New York Mountains, past Vanderbilt, into the Ivanpah Valley, to a railhead named Ivanpah, to serve as the shipping point for the Copper World Mine. Several months later in 1902, the AT&SF bought the CE. Around 1904, the Ivanpah extension was crossed by the San Pedro, Los Angeles & Salt Lake Railroad. In 1906, the AT&SF/CE incorporated and in 1907 completed the 22 mile Barnwell & Searchlight Railway to access the boomtown of Searchlight. In November 1918, the Copper World Mine shut down and in 1923 the CE tore up all its tracks.

Southward view of the NS grade, 23 miles north of Goffs and about 2 miles south of the 1892 NS end of track. The NS grade is the fill grade covered with Joshua trees and cholla; the sandy ditch to the left (east) of the grade supplied the fill material for the NS grade and for Lanfair Road (on the very far left).



Northward view of the NS grade, 5 miles north of the previous location on the 1893 5-mile extension to Manvel/Barnwell. Note the washout of the fill grade in the foreground, one of many.



Southward view of the NS grade, on the 1893 5-mile extension to Manvel/Barnwell and about a half mile shy of that location. Note the curve in the grade as it starts winding up the foothills of the New York Mountains.



Eastward view of the NS grade at Manvel/Barnwell, at the 1893 end of track. Note the hilly terrain in the foothills of the New York Mountains. The gravel in the foreground is Lanfair Road, on the NS grade. The road to the left continues north on and parallel to the CE Ivanpah Branch (1902). The buildings in the center distance are today's Barnwell, which was most recently a ranch house and I do not believe is currently occupied. The narrow road to the right is the B&S (1907).



Eastward view of the cut grade of the B&S (1907) at Barnwell.



Northward view of Barnwell, same location as previous. The cut grade in the foreground is the B&S (1907).