



In 1905, the SP formed the Nevada & California Railroad to standard gauge the Carson & Colorado Railroad (1883n) from the C&C junction with the standard gauge Virginia & Truckee (1872) to the junction with the Tonopah Railroad (1904n), which in the same year (1905) changed its name to the Tonopah & Goldfield Railroad and standard gauged the line. The combined V&T, N&C (SP, former C&C), and T&G formed a standard gauge line from the SP mainline at Reno (original Central Pacific [1869]) to the Tonopah mines. The N&C offered to buy the V&T but the price was too high. Instead, the N&C built its own line from Hazen, on the SP (1902) re-alignment of the original CP (1869), southwestward 28 miles to the C&C (1883n)/N&C at Fort Churchill; the new Hazen Cutoff thus bypassed the V&T entirely. In 1907, the N&C built a 15-mile branch line from Hazen southeastward through this location to Fallon, an agricultural center based on diversion of the Carson River to irrigate loamy soils in the Carson Sink.

Northward view of the N&C Fallon Branch (1907), midway between Hazen and Fallon. The car is on a short spur to agricultural facilities.





Northwestward view of the N&C Fallon Branch (1907) at its crossing of the Carson River, 5.5 miles southeast of the previous location and 2 miles shy of Fallon. The bridge was built in 1906 (see below).







Northward view of the Carson River at its crossing with the N&C Fallon Branch (1907), same location as previous.







Southeastward view of the N&C Fallon Branch (1907), same location as previous.





Westward view of the N&C Fallon Branch (1907) at Fallon, where sidings a spurs access customers past and present.



Westward view of the N&C Fallon Branch (1907) end-of-track in Fallon. Satellite images show the tracks once extended 2,000 feet farther east to a turning wye.