



In April 1892, Isaac G. Blake, a mining magnate from Denver, built the Needles Reduction Company mill in the town of Needles (on the Southern Pacific Needles Branch [1883], which was never used by the as SP and was part of the Atchison, Topeka & Santa Fe Railway as soon as it was completed). In December 1892, he began building the Nevada Southern Railway northward from the AT&SF (originally SP Branch [1883]) at Goffs and in July 1893 reached a location named Manvel. Manvel was renamed Barnwell and was the nearest railhead for the nearby mining camps of Vanderbilt, California, and 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, and into the Ivanpah Valley, to a railhead named Ivanpah (this location), 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 CE Ivanpah Branch (1902) was crossed by the under-construction San Pedro, Los Angeles & Salt Lake Railroad, at a location called Leastalk according to a 1912 topo map. At some later date, Leastalk was renamed Ivanpah, thus there were two Ivanpah's. In November 1918, the Copper World Mine shut down and in 1923 the CE tore up all its tracks.

Southeastward view of Ivanpah Road at its intersection with Morning Star Mine Road, which is in the right foreground. This is the location of the first town of Ivanpah at the end of the CE Ivanpah Branch (1902). The trees barely visible at the far end of Ivanpah Road is the second Ivanpah (formerly Leastalk). The SPLA&SL (1905) runs across the image and through the second Ivanpah along the base of the New York Mountains (but is not discernible at this distance). According to a 1912 topo map and satellite imagery in which the railroad alignment is fairly easy to follow, the CE Ivanpah Branch (1902) was built over the New York Mountains to the left (east) of (future) Leastalk/second Ivanpah then ran to the right (west) of (future) Ivanpah Road and ended at the first Ivanpah, which was in the immediate foreground of this photo. I could find no solid evidence of the CE Ivanpah Branch (1902) grade on the ground.



Southeastward view a few steps west of the previous location. The SPLA&SL (1905) runs across the image along the base of the New York Mountains (but is not discernible at this distance) and Ivanpah Road and the second Ivanpah are visible in the left distance. The rocky berm in the foreground could be the CE Ivanpah Branch (1902) or a spur from it.