



The Carson & Colorado Railway was incorporated in 1880 with plans for a 600 mile, narrow gauge line to connect the Carson and Colorado rivers and traverse the mining country along the route. The line started from the standard gauge Virginia & Truckee Railroad (1870) at Mound House, Nevada, and by the time the line reached Keeler, California, in 1883, the owners realized they'd built "300 miles too far or 300 years too soon." They hung on for 20 years and then sold out to the Southern Pacific. The sale was well timed for the SP; only months later there was a mining boom at Tonopah, Nevada, allowing the SP to recoup its investment quickly. In 1905, the SP-controlled Nevada & California Railroad standard gauged the line from Mound House through this location at Schurz to Mina, Nevada, and there connected with the Tonopah & Goldfield Railroad, which standard gauged the former Tonopah Railroad (1904n) in the same year. The combined V&T (1870), N&C (the SP's standard-gauged C&C [1883]), and the T&G (the standard-gauged Tonopah ([1904n])) formed a standard gauge line from the SP (original Central Pacific [1869]) mainline at Reno to the Tonopah mines. This standard gauging also resulted in isolating the remaining N&C narrow gauge line (original C&C) from the junction with the standard gauge N&C south of Mina to the end of the line at Keeler. The narrow gauge line south of Mina was abandoned in stages from 1942 to 1960. Around 1950, standard gauge trackage was removed from Tonopah back to the southern end of Walker Lake at Hawthorne, Nevada. The remaining standard gauge trackage (including this location), as far as I know, went to the Union Pacific when it absorbed the SP in the 1990's.

Northwestward view of the C&C (1883n) at the western end of Schurz, Nevada. The straight track runs across the flat floodplain of the Walker River, which was diverted to irrigate the floodplain and led to the growth of Schurz as an agricultural center. The SP's N&C standard gauged the C&C narrow gauge tracks in 1905, but the present welded rails replaced the original (1905) bolted rails.



Eastward view of the C&C (1883n) at the same location as previous. The Schurz siding begins in the distance and ends in the extreme distance, with no loading or other facilities along it.



Westward view of the C&C (1883n) at downtown Schurz, 3,500 feet southeast of the previous location. U.S. Highway 95 crosses the railroad. The siding is so far in the distance it can't be discerned from here. The old building to the left of the track and behind a pile of junk is the only building in Schurz that looked like it may be railroad-related, maybe it was the passenger depot and/or office.



Southeastward view of the C&C (1883n) at the same location as previous.