

CARSON AND COLORADO RAILROAD AND ASSOCIATED MINING AREAS IN CALIFORNIA AND NEVADA

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INTRODUCTION

This report is part of a research project that describes the relationships between mines and railroads in the Mojave Desert and southwestern Great Basin. The collection can be accessed at <http://www.greggwilkerson.com/railroads.html>

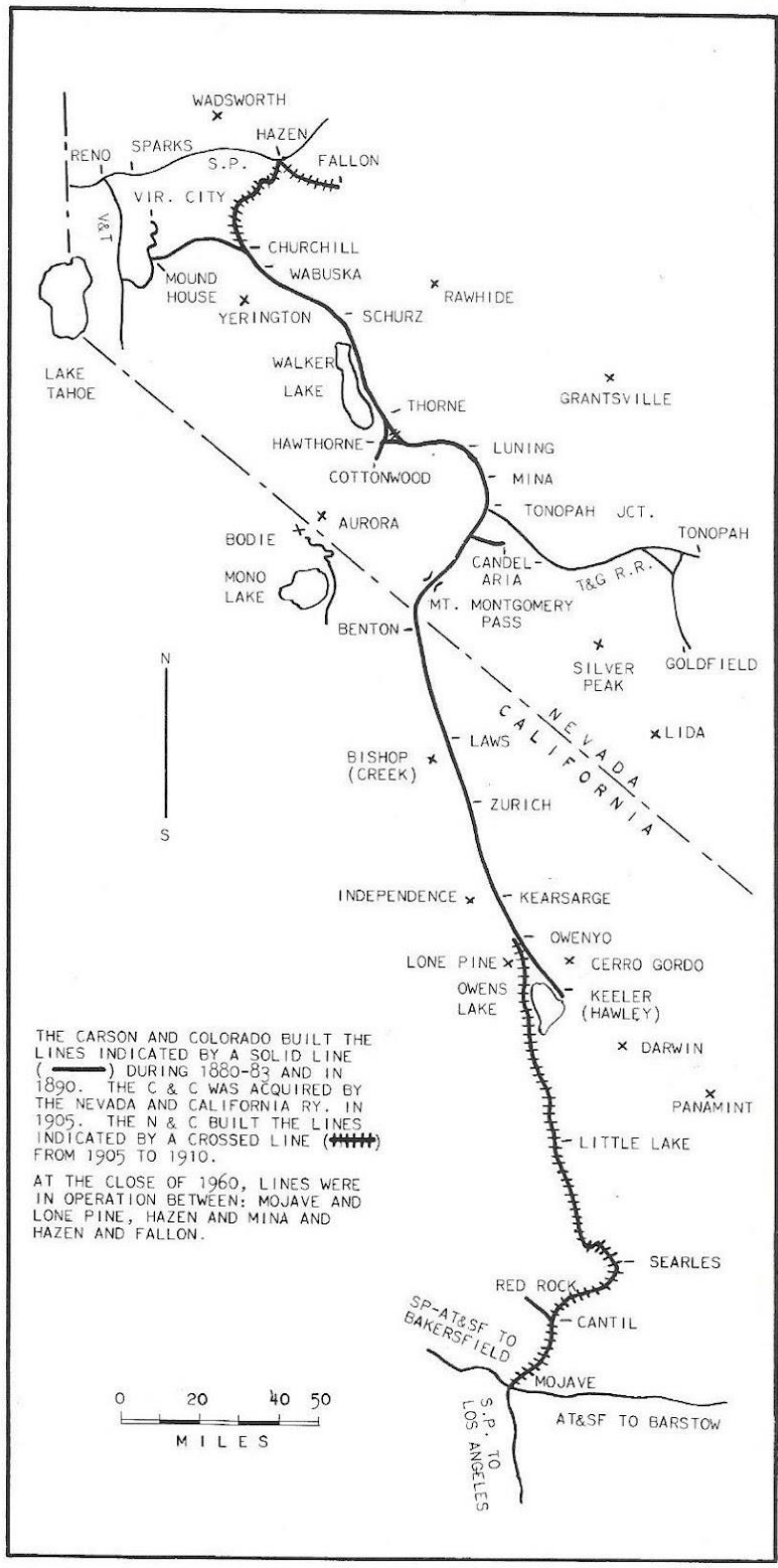
HISTORY

Mining activity in the 1850' s and 1860's in northern Nevada (Comstock, 1859; Candelaria, 1864) and east-central California (Aurora 1860; Bodie, 1859) resulted in incorporation of the Carson and Colorado Company (C&C) on May 10, 1880. The original plan was to build the railroad from the Mound House on the Carson River (10 miles east of Carson City) to Fort Mohave on the Colorado River near present-day Needles. The line reached Keeler on the east shore of Owens lake in 1883. The C&C operated through 1960. The line never made it to Colorado. (Myrick, 1962, p. 169). The Nevada and California (N&C; Mojave to Owenyo) and the C&C (Carson City to Owenyo) were absorbed by the Southern Pacific Railroad in 1912. The narrow gauge line from Mina to Benton on the old C&C was abandoned in 1938, and the line from Benton to Laws in 1942. The last revenue run on the S.P. Narrow-Gauge happened in 1959. The rails were pulled up in 1960 (Nordell, 2024).

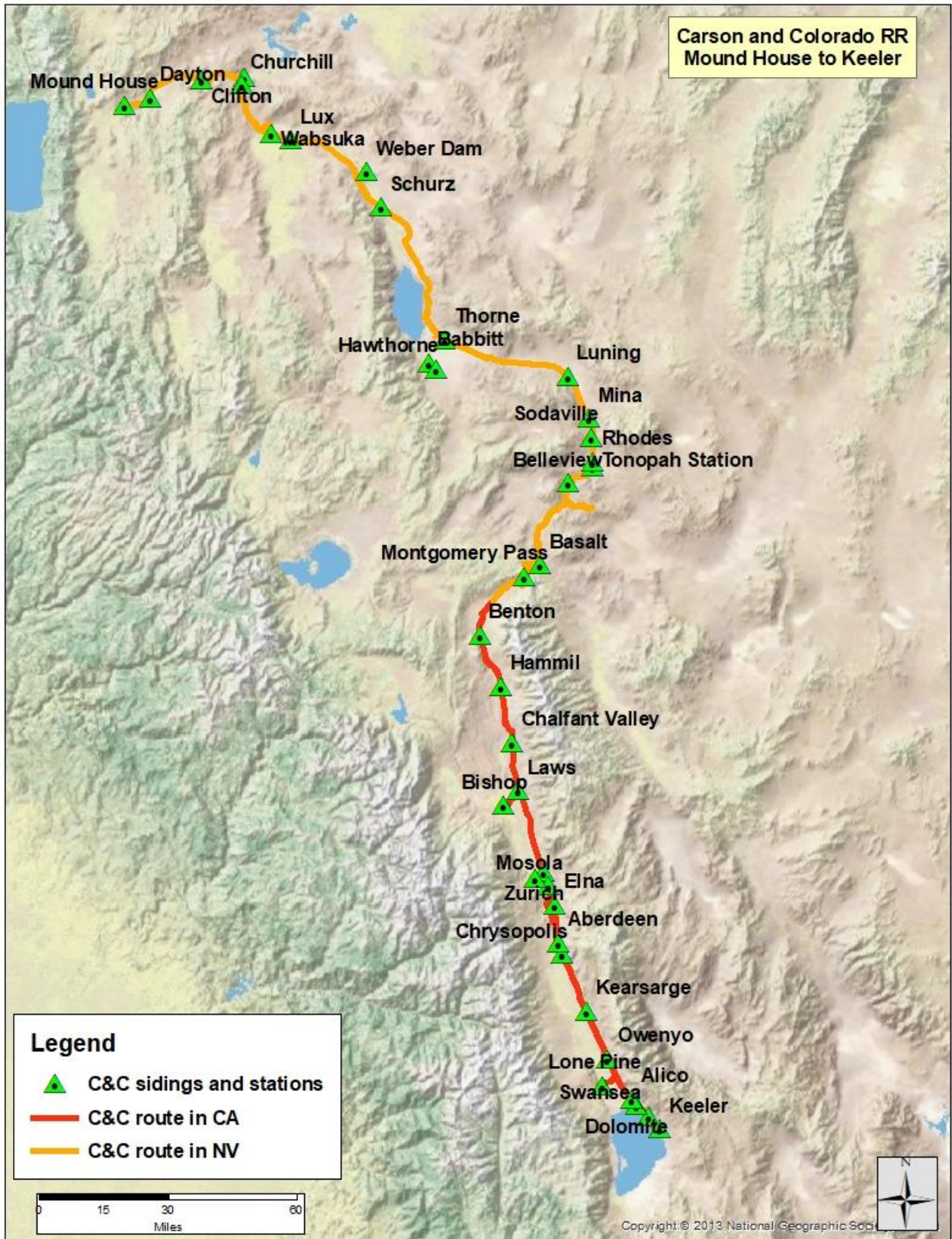
The Comstock District of Storey County, Nevada was discovered in 1849. The Comstock Lode is located around Virginia City and is one of the nation's richest and most famous mining districts. Although this is known primarily as a silver district, over eight million ounces of gold is credited to the Comstock mines. Placer gold occurs here in Gold and Six Mile Canyons (Western Mining History, 2023g).

The C&C connected to several short line mine railroads. These were the Rawhide (never completed), Rhode's Marsh, Belleville, Candelaria, Bishop (never completed), Dolomite, Swansea and Keeler (Cerro Gordo Mill). The mining districts near the C&C included the Como, Wabuska Marsh, Churchill, Desert Mnts, Yerington, Mountain View, Buckey, Fitting, Pamico, Garfield, Santa Fe, Pilot, Rhodes Marsh,

Candelaria, Eastside, Basalt, Buena Vista, Blind Springs, Volcanic Tablelands, White Mnts, Bishop Tungsten, Southern Inyo, Alabama Hills and Cerro Gordo.



Caption: Route of the Carson and Colorado Railroad. From Myrick, 1962, p. 169.





Caption: Carson & Colorado RR Locomotive No. 9 "Slim Princess". From <http://www.owensvalleyhistory.com/laws/page103.html> accessed Nov. 13, 2023.

ROUTE DESCRIPTIONS

Mound House (Carson City) to Hawthorne

The constructed railroad started at **Mound House** 7.6 miles northeast of Carson City. Mound house was near the many Comstock Lode mines on the southeastern flank of the Virginia Range and the boomtowns of Virginia City and Silver City (Stoddard, 1950; Gianella, 1936, Moore, 1969).



Caption: The Mound House train depot is seen here, in this view to the south. On the right is the standard-gauge Virginia and Truckee Railroad, and to left the narrow-gauge Carson & Colorado. From <https://wnhpc.com/details/scttc0002> accessed Nov. 14, 2023.



Caption: Locomotive of Virginia and Truckee railroad at Mount House , Nevada. <https://wnhpc.com/wnhpcflickr12183359384.jpg> accessed Nov. 13, 2023.



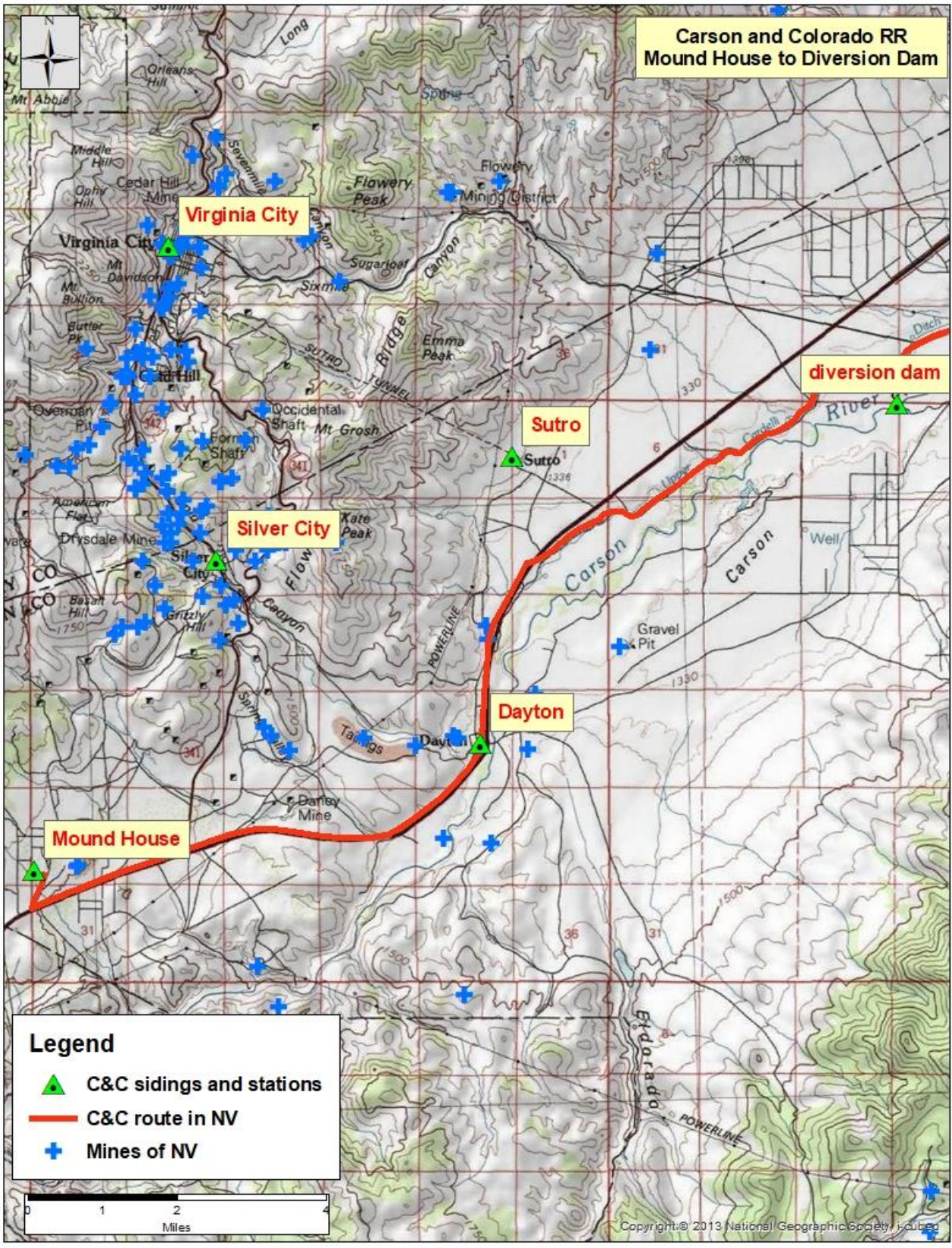
Caption: The town of Mound House started out as a stop on the wagon road between Carson City and Dayton in 1884. Originally it was called Mound Station, named for the mounds of gypsite in the area. In 1869 the V&T Railroad was built through this wide plain on its way up to the Comstock, and the wagon stop naturally became a railroad stop. At first it was a transfer point for wagons headed to Dayton, but then in 1880 the Carson and Colorado Railroad was built. This narrow gauge railroad had its terminus at Mound House and went to Dayton, Mason Valley, Hawthorne, and ended in the Owens Valley south of Bishop. After this Mound House became a much more important transfer point, for freight and passengers headed to all points south.

From https://aroundcarson.com/2009/02/15/mound_house_rails_then_and_now/ accessed Nov. 14, 2023

From Mound House, the C&C followed the north bank of Carson River northwest to **Dayton** at the mouth of Gold Canyon. The area north of the Carson River at Dayton is part of the Silver City Mining District. The area along the Carson River is the Carson River Mining District.

*Silver City District – Located in Lyon County, this district was discovered in 1849. Also known as Gold Canyon, this is the state's oldest gold district. A detailed account, *The Gold Canon Placer Mining Colony*, was published on the early history of this district (Western Mining History, 2023g, 2023h).*

From Dayton, the C&C followed the north bank of the Carson River on the northern edge of the Carson Plains past **Sutro**. Along the river, between Dayton and Fort Church, are a series of sand and gravel quarries. Eight miles north and east of Dayton, the C&C passed the area where there is now a **diversion dam** on the Carson River. Between the diversion dam and Table Mountain, the C&C traversed the Como Mining District.



From the **diversion dam**, the C&C continued to follow the Carson river 20 miles west past a corral, **Clifton** siding, Table Mountain, the present site of an automobile test track and **BM 1289** to arrive at **Fort Churchill**. This part of the C&C followed the California Emigrant Trail. **Fort Churchill** is on the Carson River on the southeastern flank of Churchill Butte. North of Churchill is the Churchill Mining District. It produced tungsten and clay minerals from alluvial deposits at the Churchill Butte and Ruth mines (Johnson and Benson, 1963; Moore and others, 1969).

From **Fort Churchill**, the C&C left the Carson River and descended 18 miles to the vicinity of Mason Valley. The line then went south through **Churchill** to **Churchill Station Springs** and **BM 4218**.

From **BM 4218**, the C&C continued south and then southeast **Perazzo Slough**. The **Perazzo Slough** is on the south flank of Desert Mountain and at the northwestern end of Mason Valley. The C&C had two different routes around this slough. Both routes converged to the south at **Wabuska**.

The Perazzo Slough hosts the Wabuska Hot Springs, a bentonite processing plant and salt wells that produced salt by evaporation of brine (White and Williams, 1975; Garside, 1974. NDM, 1982, 1983). The area between Perazzo Slough and the Weber Reservoir is north of the Yerington Mining District.

From **Wabuska**, the C&C went east-southeast to **Lux** on the Walker River. It then went around the south end of Parker Butte and then east to the **Walker River Indian Reservation**. The area south of **Lux** and southeast of the **Walker River Reservation** is now a wildlife management area.

From the **Walker River Reservation**, the C&C went southeast down Campbell Valley on the southwest side of the Walker River, Weber Reservoir and Weber Dam to Reservation Hill at the northeast flank of the Wassuk Range. The area southwest of Reservation Hill is part of the Mountain View Mining District.

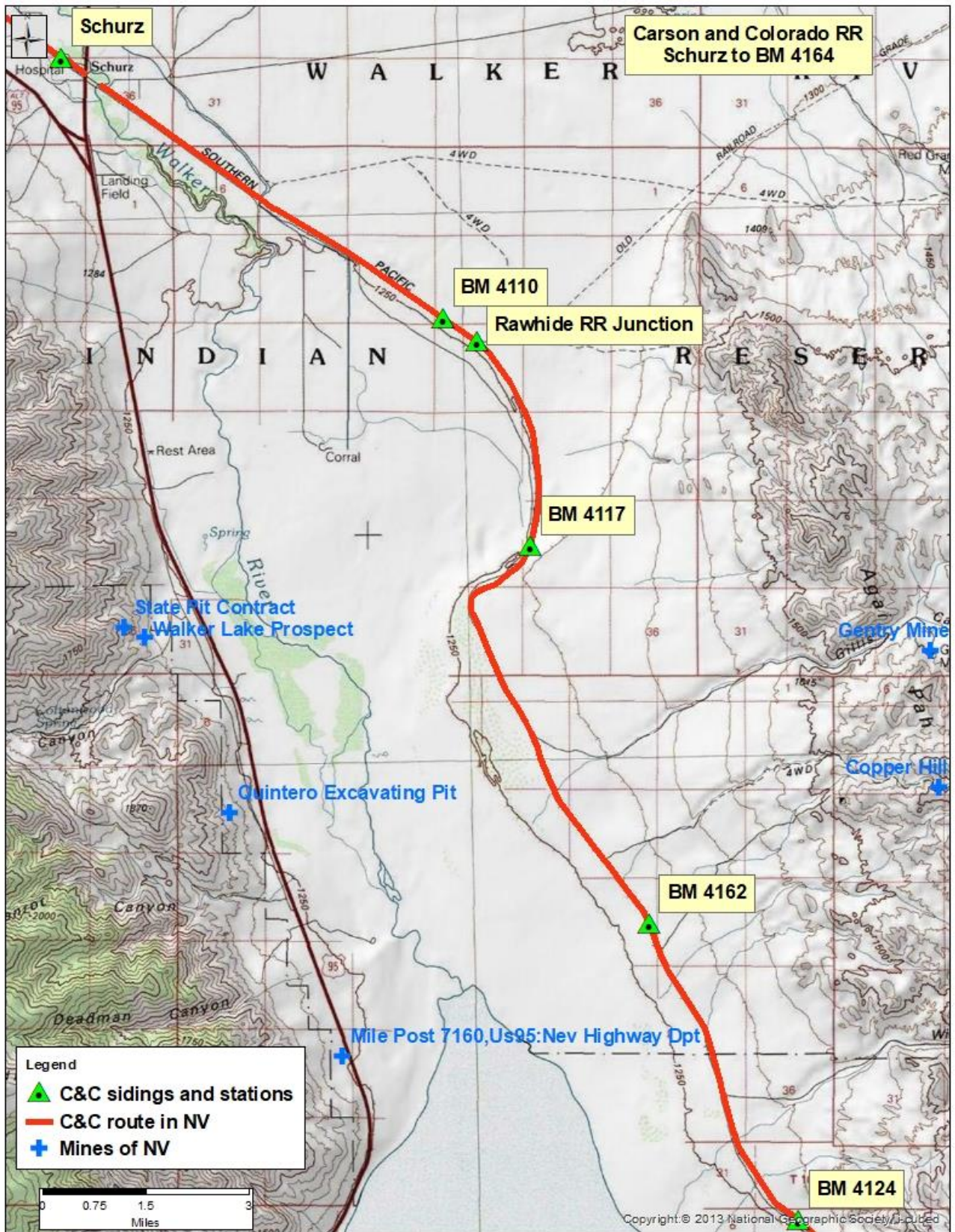
From Reservation Hill, the C&C went south along the east flank of the Wasuk Range to pass White Mountain (to the west) and a **cemetery** (to the east) on its way to **Schurz**.

West of the **cemetery**, in the Mountain View Mining District of the Wasuk Range, are the Big Twenty, Eva A No. 1, Granite, Howard and Mountain View mines. These are mostly gold, silver and copper mines. They are described by Hill (1915), and Ross (1961).

At **Schurz** the C&C crossed what is now Highway 95.

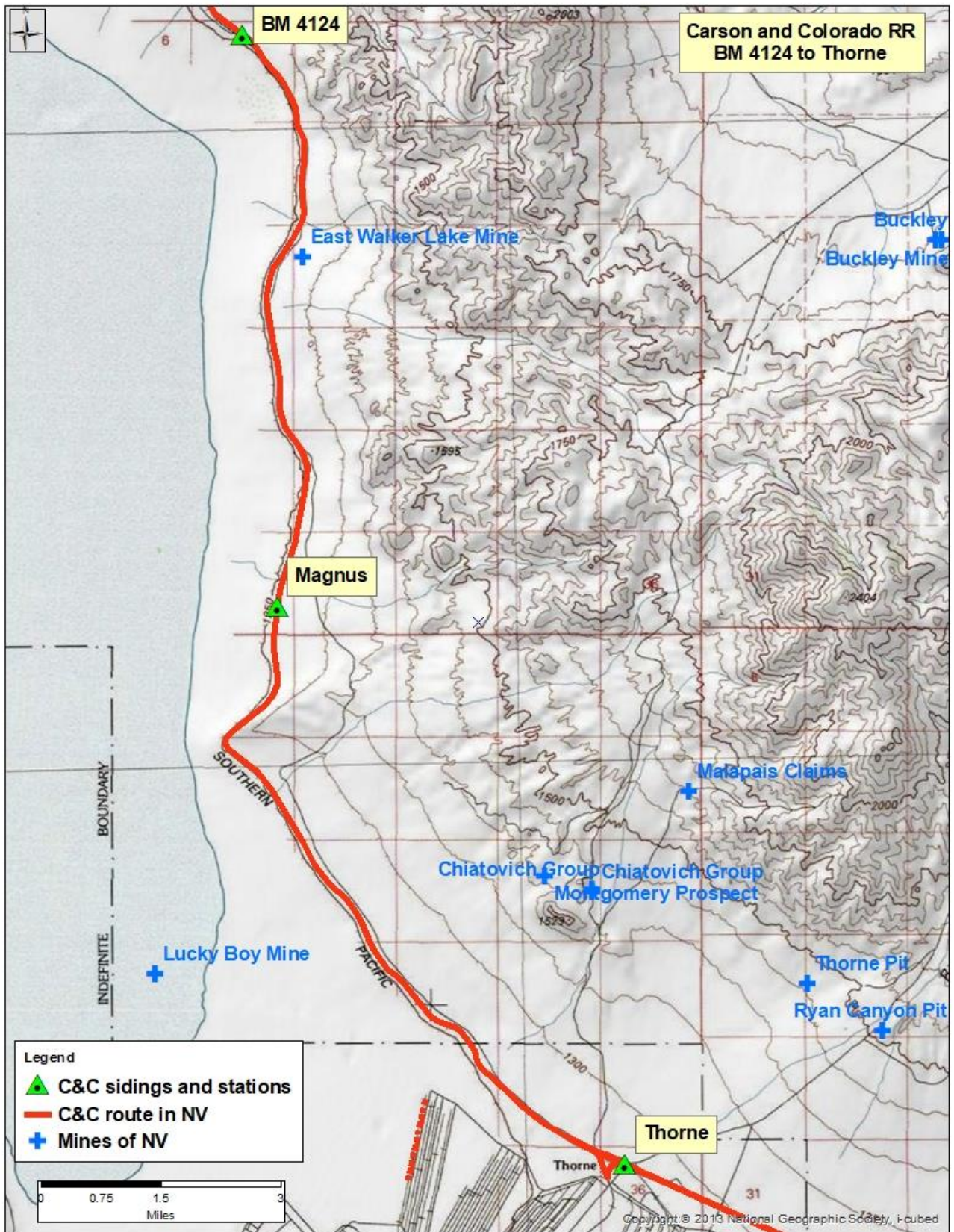
From **Schurz** the C&C followed the Walker River Valley southeast to **Rawhide Junction**. At this junction, the Rawhide Western Railroad went east to the boomtown of Rawhide (discovered 1907) and southwest to the Walker River Indian Reservation. The Rawhide, Leonard and Eagleville Mining Districts were serviced by the RWR. They are adjacent to one another at the southern end of the Sand Springs Range. An open pit gold mining operation commenced at Rawhide in 1990 and is still in operation (Rawhide Mining, 2023; Western Mining History, 2023e).

From **Rawhide Junction**, the C&C continued south along the Walker River Valley and the west flank of the Aga Pan Hills to **BM 4124** at the northeastern end of Walker Lake. This portion of the C&C was on the east side of the Buckeye Mining District which produced mostly copper and tungsten from the Copper Hill, Gentry, Fravit, Lucky Four, Silver Bell and Springmeyer Mines (Minobras, 1973:28; Lemmon and Tweto, 1962; Ross, 1961; Archbold, 1966).



From **BM 4124** the C&C went south to **Magnus** on the western flank of the central Gillis Range. From BM 4124 to Thorne, the C&C followed the western edge of the Fitting Mining District.

From **Magnus**, the C&C went southeast to **Thorne** depot along the south east side of Walker Lake. **Thorne** is at the southwest flank of the Gillis Range and the southwest side of the Fitting Mining District. **Thorne** was a station on the C&C in 1881. A spur line was made from Thorn to Hawthorne. It was abandoned in 1905 and Thorne became the terminus for Hawthorne. Thorne was a shipping and construction center in 1929 for the Hawthorne Army Ammunition Storage Depot (Nevada State Journal, 1945).



Northeast of Thorne in the southwestern flank of the Gillis Range are the the Chiatovic and Montgomery bentonite mines (Ross, 1961; Archibold, 1966), the Dover and Green talc mines (Ross, 1961) and Juniper and Malapais lead-silver mines (NBMG, 1976).

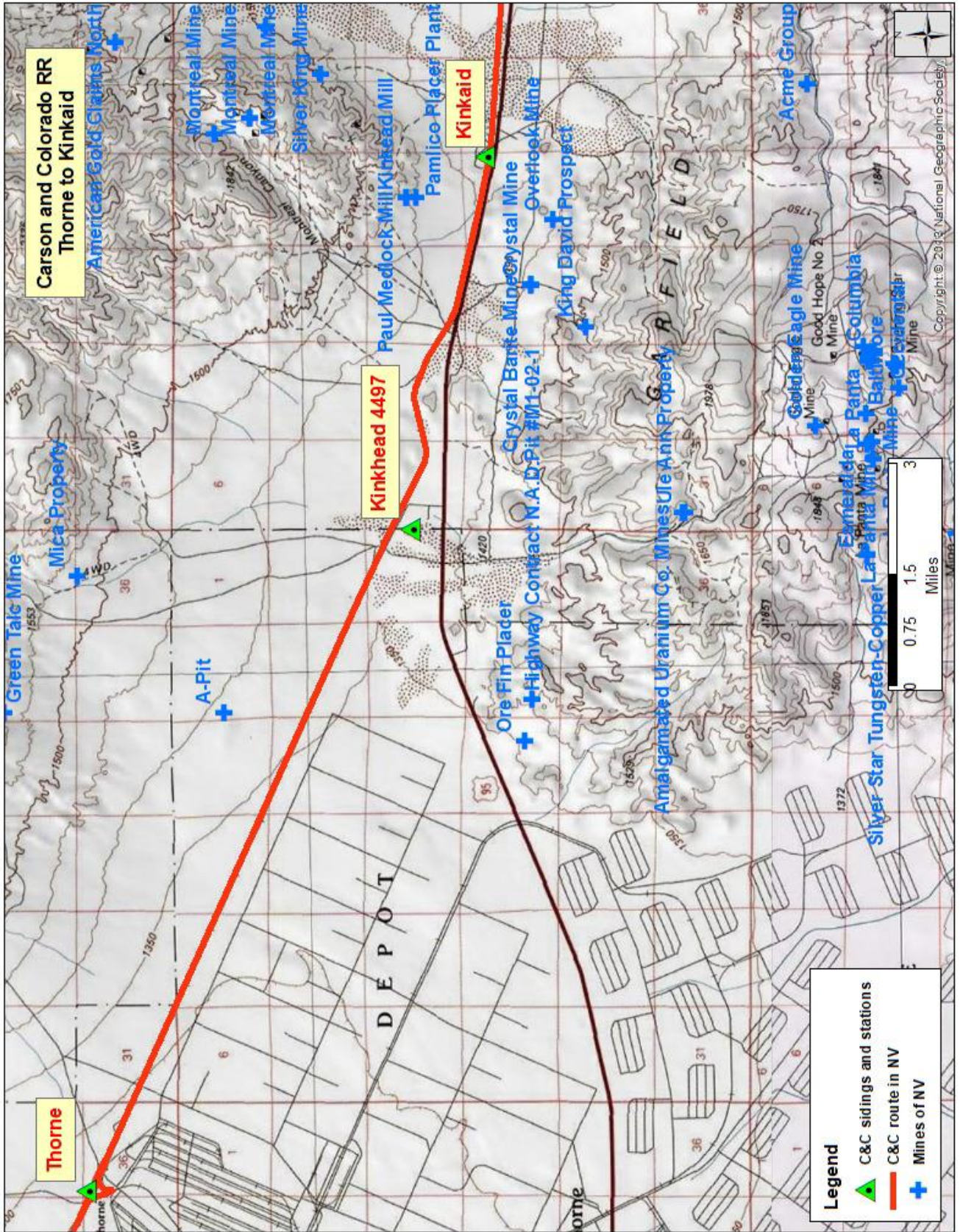
From **Thorne** the C&C went north of **Hawthorne** to the northern flank of the Garfield Hills. From **Hawthorne** spur lines were constructed west toward (but not reaching) Aurora and Bodie.

Hawthorne to Laws

In 1881, the C&C abandoned its planned extension southerly from Hawthorne to Silver Peak, Lida and the Gold Mountain Districts. Instead, the C&C built its line over Mt. Montgomery Pass to California's Owens Valley. This may have been due to the promise of freight from Cerro Gordo, a large silver district that was directly responsible for the expansion of Los Angeles and the port of San Pedro.

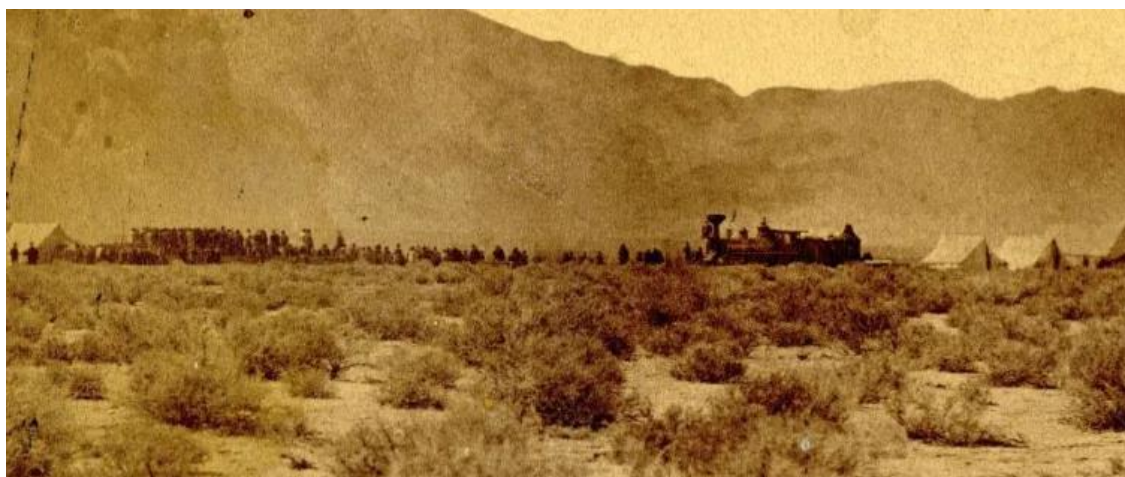
From Hawthorne, the C&C went southwest to Kinkhead and Kinkaid. These sidings are between the southeast end of the Gillis Range to the north and the Garfield Hills to the south.

In the environs east of Hawthorne and south of Kinkhead, the mines of Pamilco Mining District in the Garfield Hills were the Golden Eagle, Good Hope, Evening Star, Sunset, Central, La Panata (Ross, 1961; Archibold and Paul, 1979).





Caption: Southern Pacific narrow gauge at Hawthorn. From www.spnghs.org. Accessed Nov. 14, 2023



Caption. Railroad at Hawthorne, Nevada 1881. From <https://nvdp.wordpress.com/nevada-history/hawthorne/> accessed Nov. 14, 2023.

At Hawthorne, there is a network of rail lines servicing the Naval Ammunition Depot.



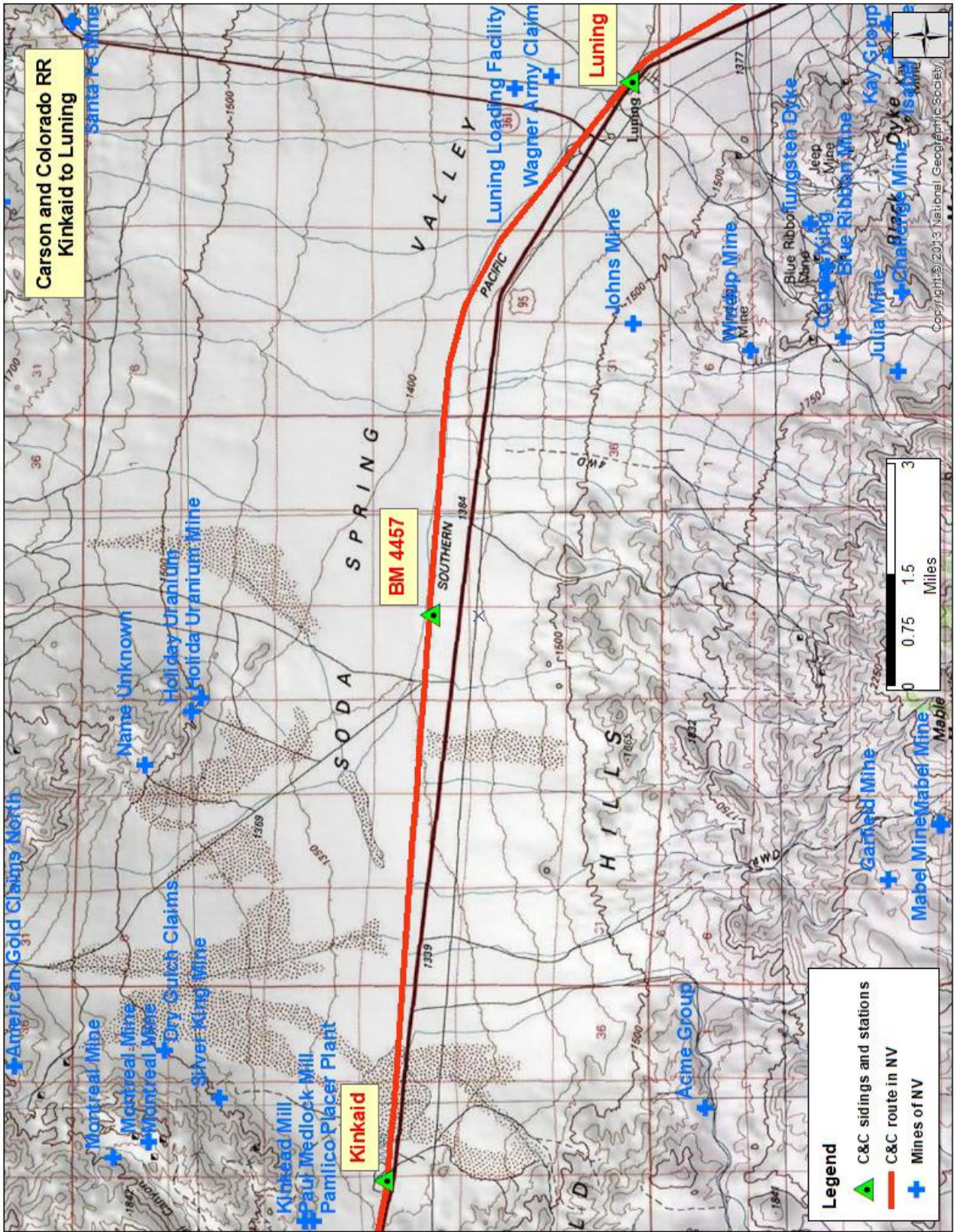
Caption: Naval Ammunition Depot, now the Hawthorne Army Depot; 1928-1938. From <https://unr.dgicloud.com/islandora/object/spphotoscollection%3A3298> accessed Nov. 14, 2023.

To the north of Kinkaid, in the Fitting Mining District, were the American Gold, Montreal, Silver King mines and the Paul Medlock Mill, Kinkead mill and Pamlico placer plant (Ross, 1961, Lincoln, 1923:143).

From Kindaid, the C&C advanced eastward through Soda Spring Valley and along the northern edge of the Garfield Mining District to **Luning** in the Santa Fe Mining District. Luning was near the mines of the northeastern Black Dyke Mountains. These included the Windup, Blue Ribbon, Jeep, Kay and Black Butte Mines. Several of these were tungsten deposits (Ross, 1961; Gianella, 1945:116).



Caption: Luning depot in 1968. From the Nordell Collection. Accessed Jan. 11, 2024.



East of Luning in the southeastern part of the Gibbs Valley Range is the are the Champion-Anderson, Ideal, Iron Gate, Luning, Mastodon, Mayflower , Neversweat New York, Silver Guardian, Sunrise, Vacation, Volcanic Peak, Wallstreet and Turk mines. These are in the Santa Fe Mining District (Ross, 1961; Clark, 1922; Couch, 1946; Reeves and others, 1958; Hill, 1915; Lawrence, 1963; Vandenburg, 1937).

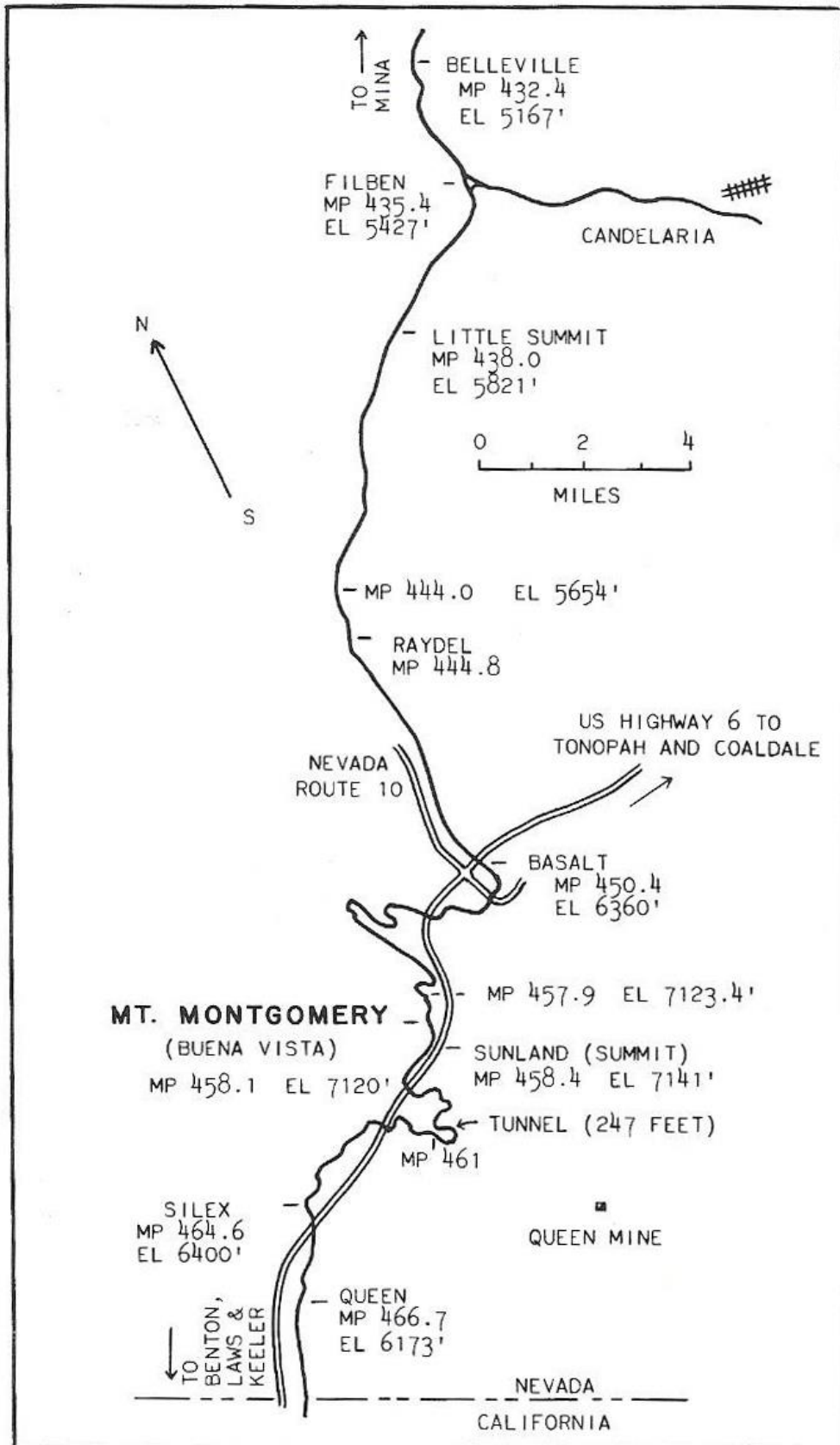
From **Luning** the line went south past sand dunes of the Soda Springs Valley and Black Butte in the southern Black Dyke Mountains to **Mina**. To the west of Mina is a gold-tungsten processing plant (NDM, 1981, 1987, 1986, 1992) and the mines of the Pilot Mining District in the Pilot Mountains.

From Mina the C&C went south to **Sodaville** between the eastern tip of the Excelsior Mountains and the southwestern flank of the Pilot Mountains. This section of the C&C was near the mines of the Silver Star Mining District in the eastern Excelsior Mountains. These included the Flag, Silver Dyke, and Kernick mines (Ross, 1861; Hill, 1915; Minedat, 2023g).

From **Sodaville**, the C&C then was built past Rhodes Salt Marsh in the Rhodes Marsh Mining District to **Tonopah Junction**. This junction is where the C&C met the Tonopah and Goldfield Railroad (T&G). The T&G connected eastward to Tonopah.

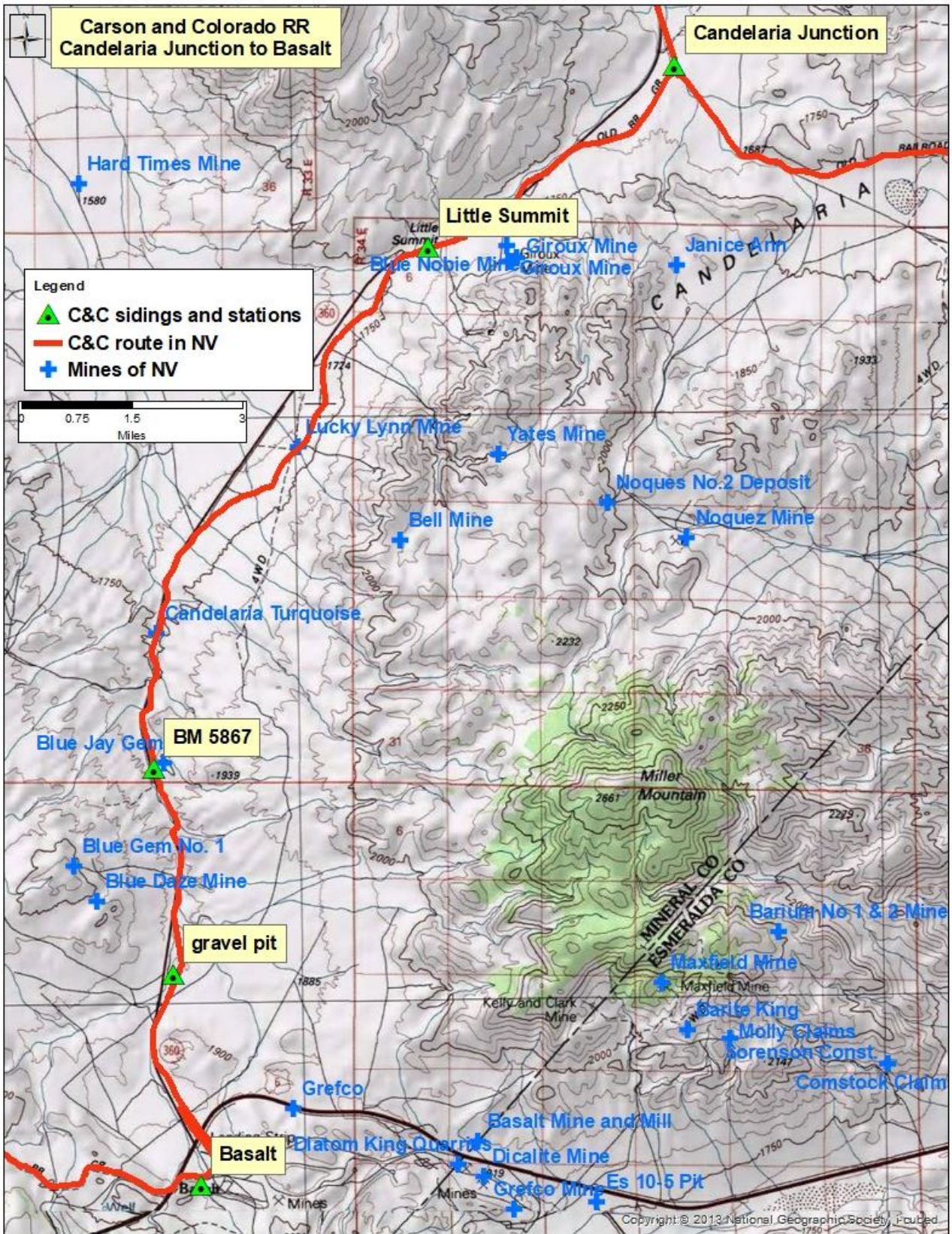
In **Rhodes Salt Marsh**, 2 miles north of Tonopah Junction, a spur line was built to process sodium boron/borate from brines (MRDS, 2011; Vandenberg, 1937; Ross, 1961, Myrick, 1962, p. 172-173).

From **Tonopah Junction** the C&C went southwest to an unnamed stream drainage between the Candelaria Hills and the Excelsior Mountains. At the mouth of this drainage, the C&C entered the Candelaria Mining District. From there, the C&C continued southwest to the **Belleview** Stamp Mill and Smelter and then south to **Filben (Candelaria) Junction** in the northeastern Candelaria Hills. Here a spur line was constructed to Candelaria in the central Candelaria Hills. The mines of the Candelaria District included the Argentum, Northern Bell, Blanob, Figge Hoblyn, Potosi, Lucky Hill, Swastika, Newmont, and Mt. Diablo mines. They are described by Adolf (1922), Page (1959), Ross (1961) and Moller (1986).



Continuing southwestward from **Candelaria Junction**, the C&C passed through **Little Summit** in a valley between an unnamed hill to the northwest and the northwest flank of the Candelaria Hills to the southeast. From **Little Summit**, the C&C went south past the Lucky Lynn, Candelaria Turquoise, and Blue Jay gem mines to **BM 5867** (Morrissey, 1968, NDM, 1976, NDM, 1978).

At **BM 5967**, the C&C departed the Candelaria Mining District and went south to Basalt at the northern tip of the White Mountains



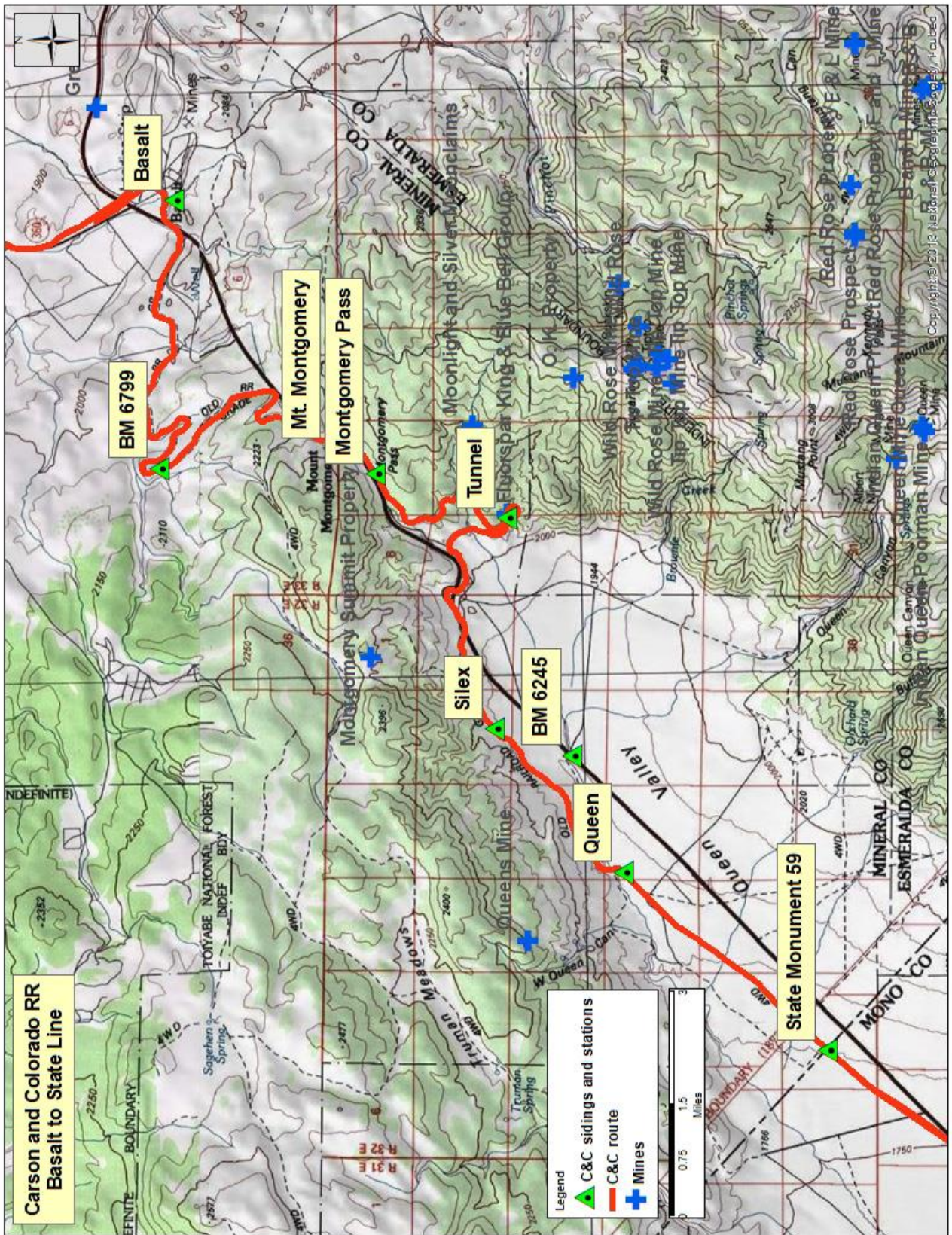
Basalt and was near the Dicalite, Diatom King, Grefco and Basalt mines to the east. These define the Basalt Mining District and produced diatomaceous earth products (Ross, 1961; Albers and Stewart, 1972:62; NVBM, 1990).

From **Basalt**, the C&C tunneled westward 247 feet under **Montgomery pass**. The Buena Vista Mining District starts at Montgomery Mountain and trends along the line of the C&C southwestward to Highway 6. Several mines in the northwest end of the White Mountains were near this section of the C&C. They included the Moonlight, TipTop, Buckskin and Mustang Point mines. Descriptions of these mines are in Ross (1961), Lincoln (1923), Albers and Stewart, 1972, Wilkerson and others (2014) and Crowder and others (1973).

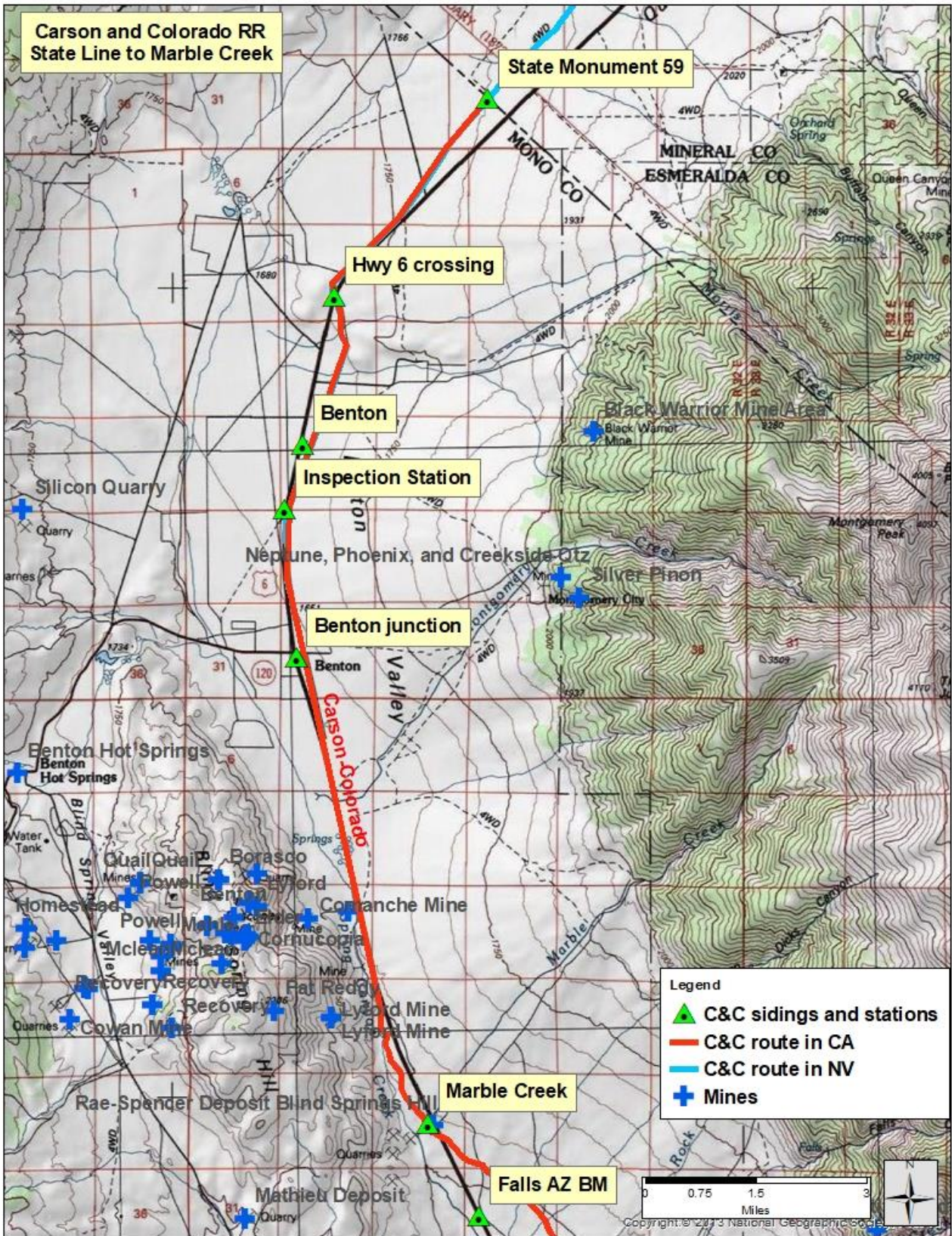
From Montgomery Pass, the C&C proceeding downslope and west to the **State Line Monument #59**. This commemorated the original Von Smidt line which was found to be in error. The state line was eventually moved to the east and that new location recognized by the U.S. Supreme Court (Wilusz, 2002).



Caption: Here C&C locomotive #6 stops at the California/Nevada state line so everyone can pose for a photo. From <https://wnhpc.com/details/fsa0021> accessed Nov. 11, 2023.



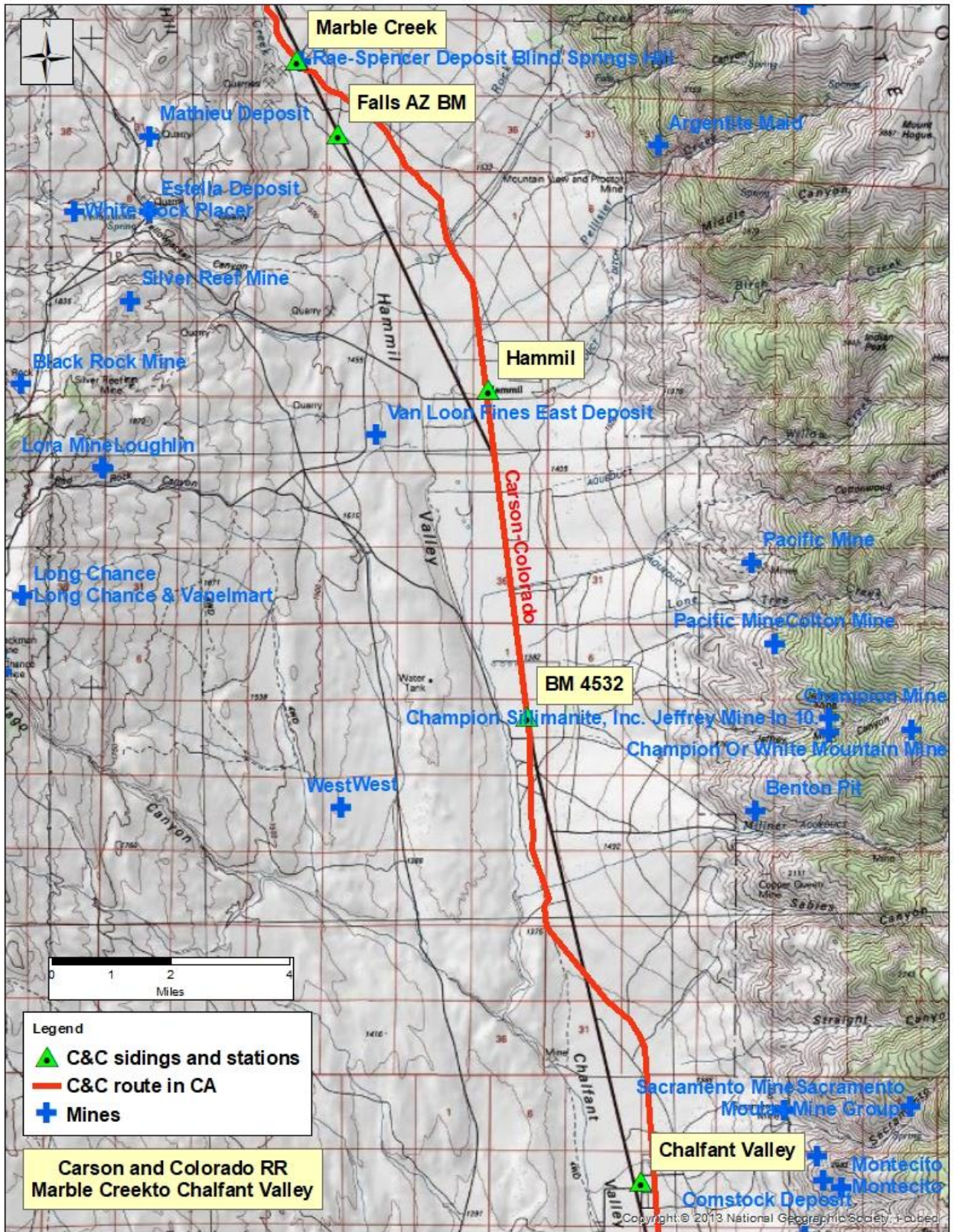
Westward of the **State Line**, the C&C crossed present Highway 6 and then arrived at **Benton**. **Benton Station** was near the pumice mines in the Blind Spring Hills 2 to 6 miles southwest of Benton. There are many lead, copper and precious metal mines in this area of the Blind Springs Hill Mining District (MRDS, 2011; Wilkerson and Hoffer, 1995; Myrick, 1962, p. 172-173; Goodwin, 1957:555; Ransome, 1940).



From **Benton** the line went south through **Hammil** in the Hammil Valley to **Chalfant** in the Chalfant Valley (these are northern extensions of the Owens Valley).

This segment of the C&C from Marble Creek to Chalfant Valley was near mines along the western edge of the northern White Mountains Mining District. These included the Mountain View and Proctor, Jeffrey, Copper Queen, Sacramento, Monaco and Piute mines. The mines of the Northern White Mountains District produced copper, gold, graphite, iron, kyanite, lead, mercury, mica, pumice, silver talc-soapstone, titanium, and uranium. They are described by USBOM (1983), Tucker and Sampson (1940), Crawford (1896) and Bateman (1956).

The mines of the Volcanic Tablelands Mining District to the east of the C&C were mostly pumice with some gold, silver, lead and tungsten deposits. They are described by Sampson and Tucker (1949:143-144); Tucker (1927:395), Goodwin (1957:560, 569), Eric (1948:275), CDMG, 1956; Lemmon and Tweto, 1962 and Crawford (1894).



From **Chalfant** the C&C went south to **Laws**. At **Laws Station**, the C&C was near the mines of Silver Canyon to the east (MRDS, 2011; Myrick, 1962, p. 172-173).

Between Chalfant Valley and Laws, the White Mountain Mining District had several dozen mines that produced barite, copper, gold, lead, pumice, silver and talc-soapstone. They are described by Tucker and Sampson (1949:129), Crawford (1894:18), Eric (1948:274), Goodwin (1957:569), CDMG Bulletin 174; USBOM (1982c, 1983c).



Caption: Laws station. From http://www.owensvalleyhistory.com/laws/laws03_1954_018_sml.jpg accessed Nov. 14, 2023.

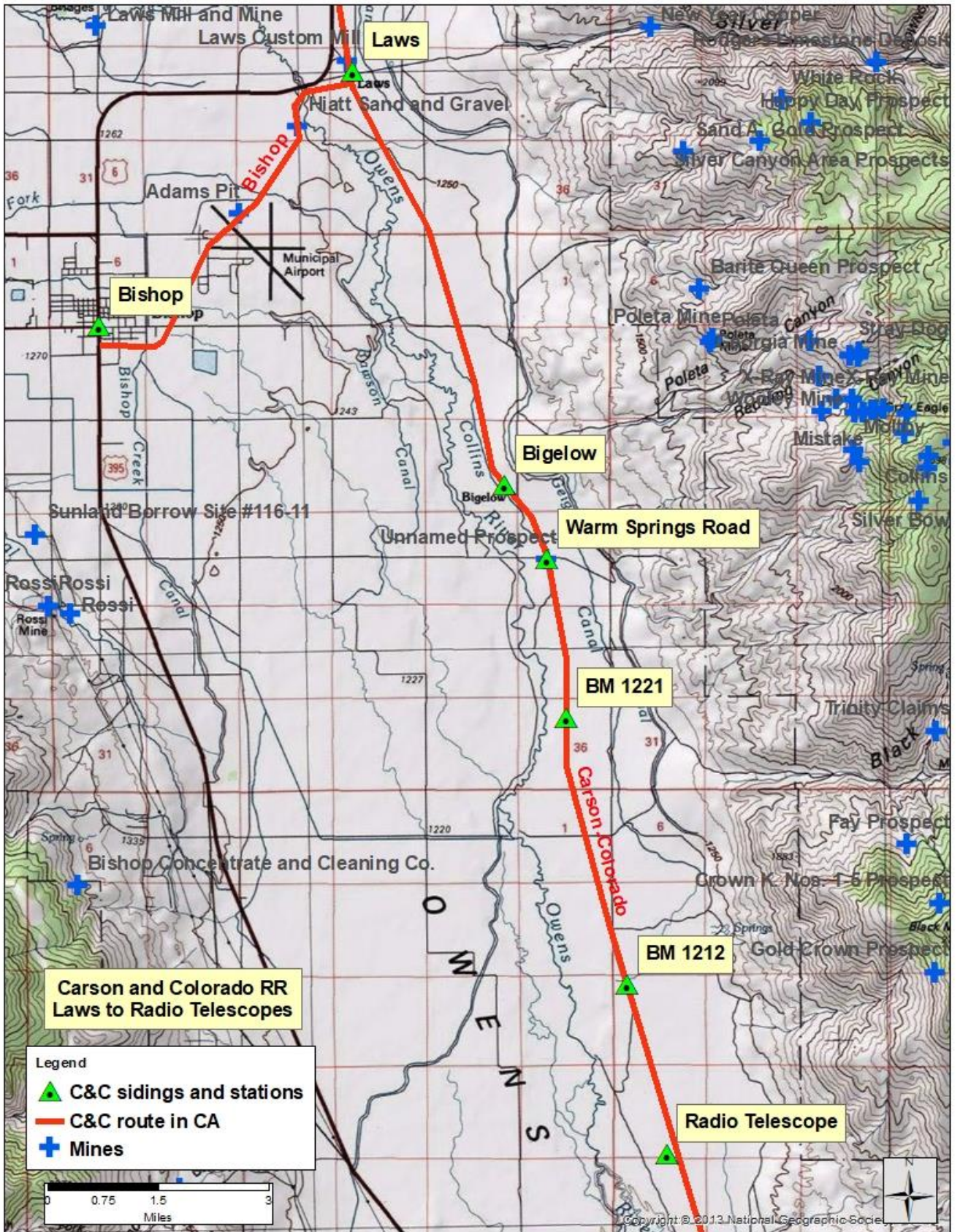


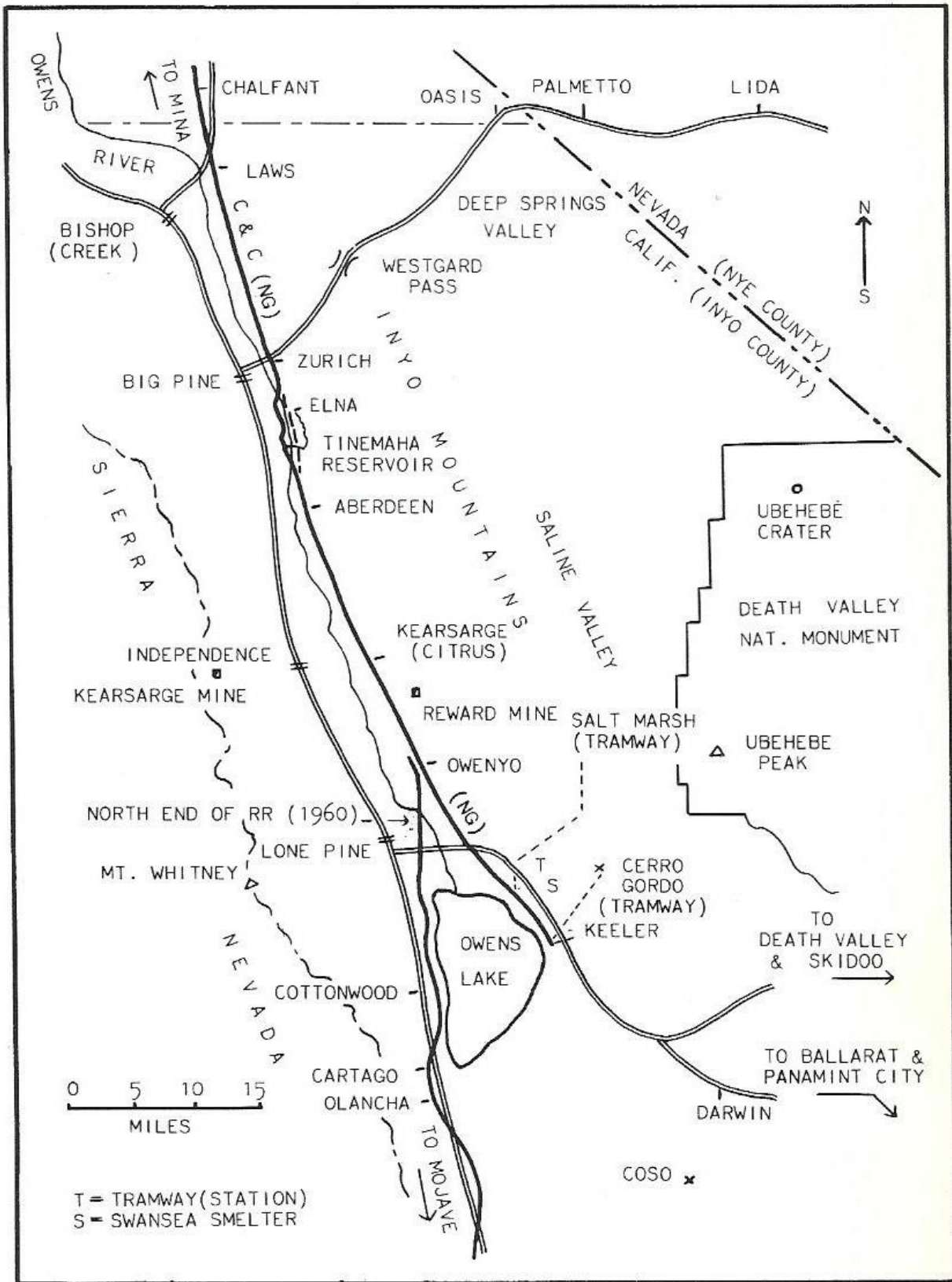
Caption: Laws Station. From the Nordell Collection. Accessed Jan. 11, 2024.

Laws to Owenyo

From **Laws**, a spur line was built to Bishop. This line was built during the construction of the Los Angeles aqueduct.

Between Laws and the radio telescopes, in the southern part of the White Mountain Mining District to the east, were several dozen mines. They produced barite, copper, gold, gypsum, lead, silver and tungsten. These mines are described in Knopf (1912:114), Knopf (1914), Knopf (1918:119), Rains and others (1983:15), Crawford (1896:137), Crawford (1896:18), Tucker (1926:489-490), Norman and others (1951:160), Tucker and Sampson (1938), Diggles and others (1983) and Goodwin (1957:456).





Caption: Map of the Carson and Colorado Railroad, Laws to Owens Lake. From Myrick (1963:175).

From the area of the present **Radio Telescopes**, the C&C went south-southeast to **Zurich**, near the present town of Big Pine. To the east of Zurich are sand and gravel deposits (Big Pine Community Pit, Rapp and others, 1990) north of Wilkerson Spring (no relation to the author!).

From **Zurich** the C&C went south to **Mosola** on the east side of the Owen's River and then south to **Elna**. West of Elna is Crater Mountain. It looks like a big volcano. It is actually a small volcano that formed atop a large hill of granite. Crater Mountain has several lava tubes on its flanks. It is part of the Big Pine volcanic field (Dilek, 2004; Ormerod and others, 1991).

From **Elna** the C&C went south to the future site of **Tinemaha Reservoir** on the east side of the Poverty Hills. This segment of the C&C was near the mines at the south end of Crater Mountain to the west (Commetti, Cleveland, Tombstone). This segment was also in proximity to the Montezuma Mine along the western boundary fault of the Inyo Mountains between the Owens River and Harkless Flat (MRDS, 2011; Norman and Stewart, 1951:148; Myrick, 1962, p. 172-173; Crawford, 1896, Vol 13, p. 18).

From the area of present **Tinemaha Reservoir** the C&C went along the east side of the Poverty Hills. From there the C&C proceeded southward along the Owens River to **Aberdeen** and then **Chrysopolis**. East of **Chrysopolis**, in the foothills of the Inyo Mountains, were the Gypsy Queen, Senator and Black Jack mines (Norman and Stewart, 1951:152, 162; Tucker and Sampson, 1838; USBOM, 1983b:29-33). Between Tinemaha Reservoir and Aberdeen, the C&C went through an area of lava flows associated with the Independence Dike Swarm (Chen and Moore, 1979).

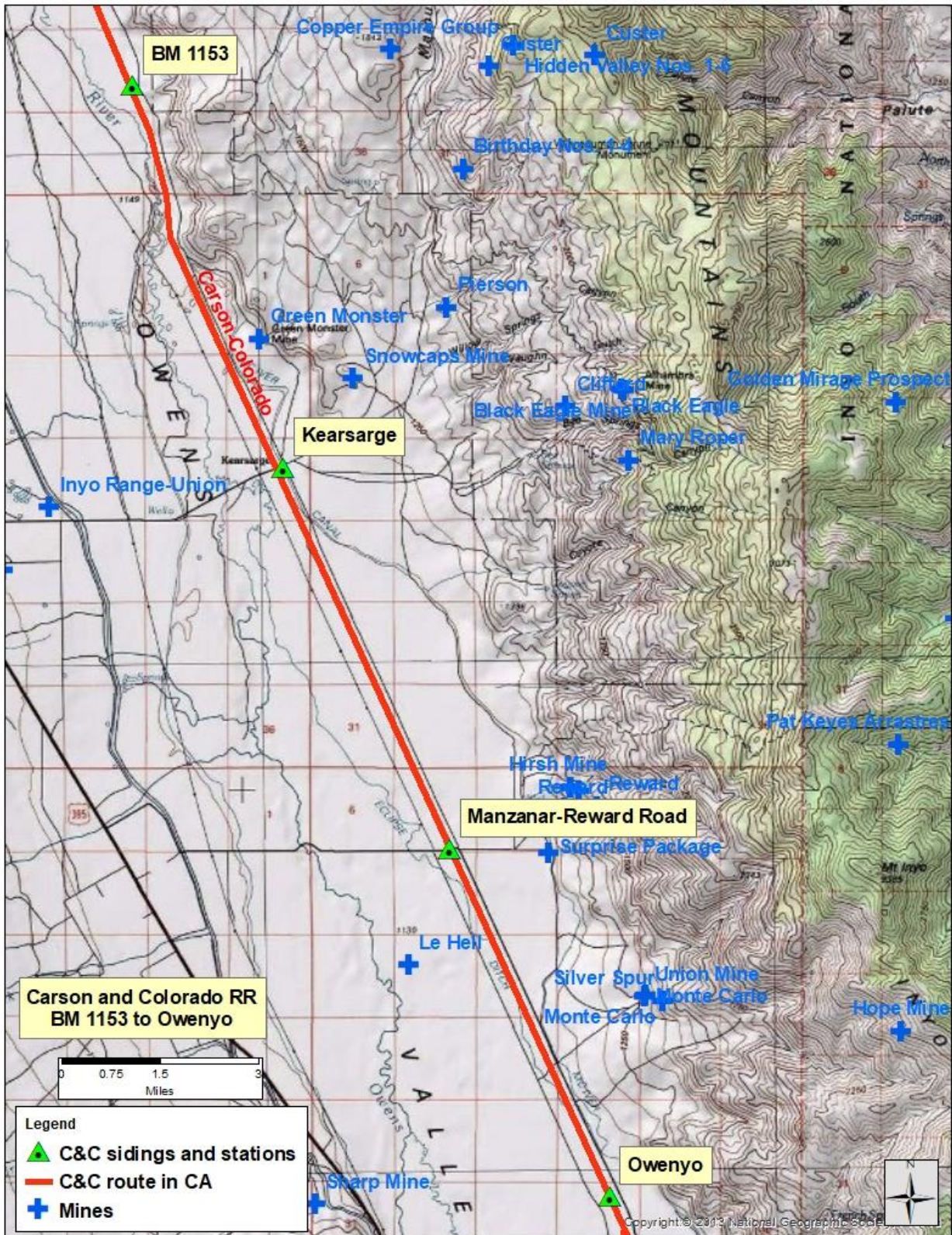
From **Chrysopolis**, the C&C went south to **Big Rock Springs** and then to **BM 1153** on the east side of the Owens River. Between **Aberdeen** and **BM 1153**, the C&C followed the western flank of the White Mountains which is a fault scarp. The mines of the White Mountain Mining District in this area, east of the C&C produced copper, gold, graphite, iron, lead, silver and talc from the Black Lady, Blue Stone, Copper Empire, Custer, D. R. Mr Jack, Gray Eagle, Gypsy Queen, Hidden Valley, Senator and Warring mines (USBOM, 1983; Page, 1951; Goodwin, 1957:465; Tucker and Sampson, 1938:435).

From **BM 1153**, the C&C went south along the west flank of the Inyo Mountains to **Kearsarge** siding near the mouth of Mazorka Canyon. Mines that that were near this siding included the Jack Black, Green Monster and Snowcaps mines as well as the town of Fort Independence 5 miles to the west (MRDS, 2011; Aubury, 1908:30; Myrick, 1962, p. 172-173; USBOM, 1983b:39-42, 112).



Caption: Kearsarge depot in 1950's. From the Nordell Collection. Accessed Jan. 11, 2024.

From **Kearsarge** to **Owenyo Station**, the C&C was near the Hirsh, Bluebird, Reward, Ruth, Silver Spur, Silver Caps, Surprise Package, Union and Monte Carlo mines. Information on these mines is found in Crawford (1896:181); Crawford (1894:138); Goodwin (1957:493); Tucker and Sampson (1938); Norman and Stewart (1951:48-50) and Warring and Hughenin (1917:8)..



It was at **Owenyo** that the Southern Pacific line from Mojave and C&C railroad from Carson City connected in 1910. At **Owenyo**, a transfer station was built to move freight and passengers from the north-bound narrow-gauge C&C lines to south-bound standard gauge lines of the Southern Pacific (MRDS, 2011; Myrick, 1962, p. 172-173).



Caption: Southern Pacific turntable at Owenyo, 1946; From http://www.owensvalleyhistory.com/carson_n_colorado/page51d.html accessed Nov. 3, 2023.



Caption: Ore carts waiting to be unloaded at the Owenyo Narrow Gauge / Standard Gauge junction. From http://www.owensvalleyhistory.com/carson_n_colorado/page51d.html accessed Nov. 3, 2023.



Caption: Owenyo Station transfer trestle - 1958. . From http://www.owensvalleyhistory.com/carson_n_colorado/page51d.html accessed Nov. 3, 2023.



Caption: Owenyo Station. From California State Library Collection No. 4897.



Caption: Owenyo transfer station. From the Nordell Collection. Accessed Jan. 11, 2024.

Owenyo To Keeler

From **Owenyo**, the C&C (later named Owenyo-Lone Pine Railroad) continued south-southwest along the western edge of the Inyo Mountains to a point west of Long John Canyon and east of the town of Lone Pine. The Owenyo-Lone Pine short line connected the town of Lone Pine to the C&C at this point and also was near the Long John, Delthe Black Warrior and Long John Mines 2 miles to the east (MRDS, 2011; Goodwin, 1957:486; Tucker and Sampson, 1938; USBOM, 1986:111-112; Myrick, 1962, p. 172-173). From the Lone Pine short line junction, the C&C passed sidings at **Haystack Hill**, **Alico** and the white dolomite quarries at **Dolomite**. These were the Lakeview, Lenbec, and White (now Federal White Aggregate) mines and quarries. These mines were originally underground and have now been refurbished as open pit operations. Information about them is found in Verplanck (1961) and Rapp and others (1991).



Caption: C&C arriving at Dolomite. From the Nordell Collection. Accessed Jan. 11, 2024.

From **Dolomite** the C&C came to the north shore of Owens Lake and passed by the Lead-Silver smelter at Swansea. The Swansea smelter serviced the ores from Cerro Gordo. The much smaller Leary Lead-Silver Mine is nearby the smelter (Goodwin 1957:483; Norman and Stewart, 1951; MRDS, 2011; Myrick, 1962, p. 172-173).

From Owenyo, the C&C finally reached Keeler on July 12, 1883 (Merriam, 1963; Myrick, 1962, p. 172-173).

Besides being a shipping point for lead-silver dore from Cerro Gordo (Wilkerson, 2022d, Wilkerson 2023!), Keeler was also the site of evaporite mineral mining on Owens (sometimes) Dry Lake. The Inyo Development Company operated from 1885 and used vats to refine the sodium carbonate, sulfate and chloride. A second company, Natural Soda Products, built another plant nearby a 6,986-foot long rail line from Keeler (Myrick, 1962, p. 176-177; Merriam, 1963).

The southern end of the C&C Railroad was the town of Keeler on the southeast shore of Owens Lake. This town became a shipping point for silver ores from the Cerro Gordo Mine which was discovered in 1865 (Wilkerson, 2022d). Silver/Lead dore from the Cerro Gordo was shipped by steamer from Keeler to Olancho on the southwest shore of Owens Lake and thence overland to Los Angeles by wagon train (Wilkerson, 2022d).



Caption: Keeler Station, 1955. From the Nordell Collection. Accessed Jan. 11, 2024.



Caption: Keeler in 1954. Photo by Bill Pool. From <http://carsoncolorado.com/historic-route/the-route/keeler/> accessed Feb. 10, 2024.



Caption: Keeler in 1940. P M.H. Ferrell Collection. From <http://carsoncolorado.com/historic-route/the-route/keeler/> accessed Feb. 10, 2024.



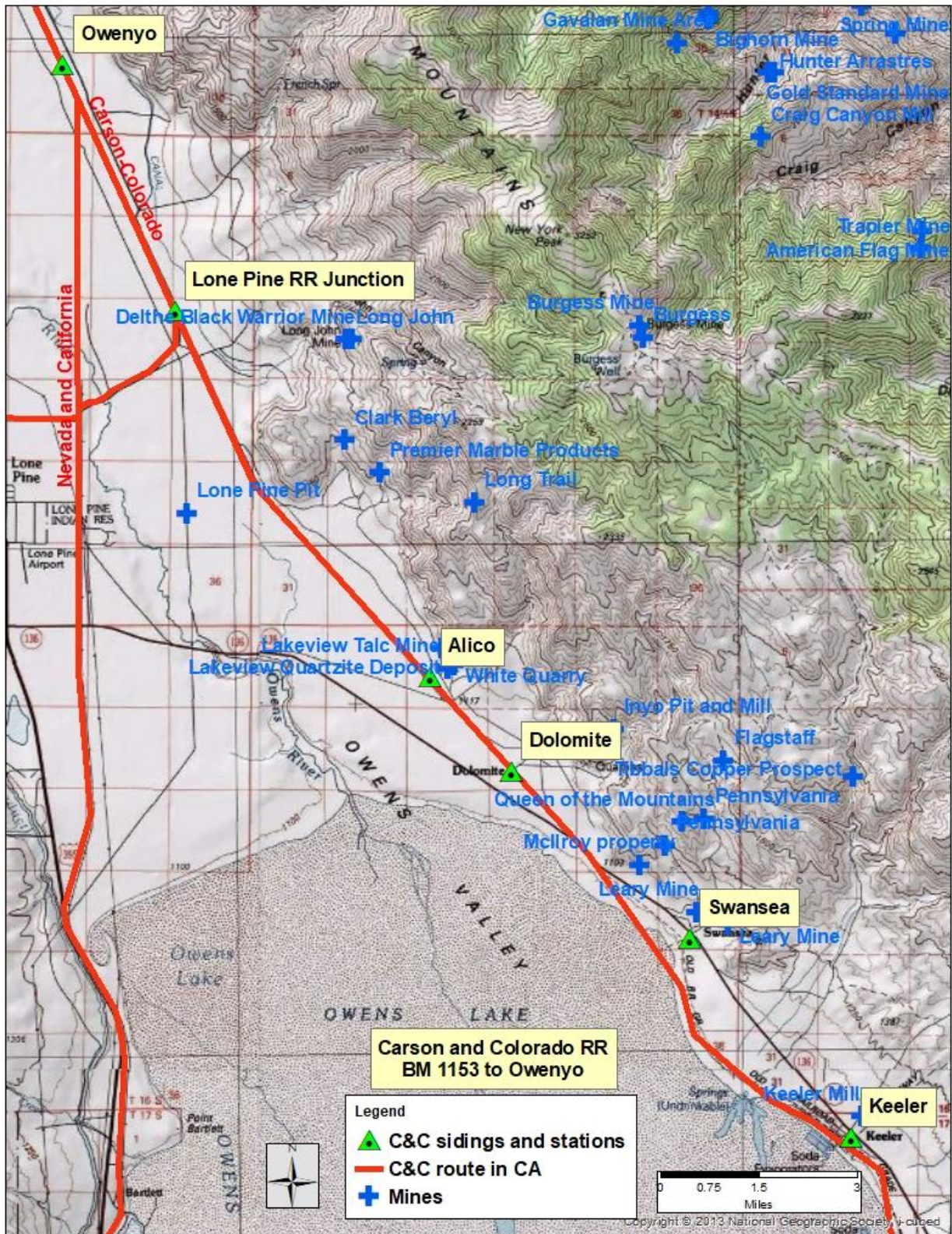
Caption: Coming into Keeler Station in the 1940's Photo by Fred Hust. From <http://carsoncolorado.com/historic-route/the-route/keeler/> accessed Feb. 10, 2024.



Caption: Keeler Station in 1954. Photo by Bill Pool. From <http://carsoncolorado.com/historic-route/the-route/keeler/> accessed Feb. 10, 2024.



Caption: Keeler mill circa 1990. From <http://carsoncolorado.com/historic-route/the-route/keeler/> accessed Feb. 10, 2024.



The **Lone Pine to Mojave** segment of the railroad was built by the Nevada and California Railroad between 1905 and 1910.

The C&C railroad never made it to Fort Mojave on the Colorado river as originally envisioned. But it did get as far as the town of Mojave, with help from the Southern Pacific. Mojave is at the southern end of the Sierra Nevada on the east side of the Tehachapi Mountains.

REFERENCES

All references in this report are listed at
<http://www.greggwilkerson.com/iv-references.html>