A Word to Our Visitors

Welcome to Nevada and may your trip be a pleasant one. To help assure its pleasure may we offer the following suggestions:

While Nevada has no maximum speed regulation on rural highways, it is, however, unlawful to drive at speeds which endanger you or any other individual, and your good judgment must be constantly applied to regulate your speed according to visibility, road conditions, and traffic congestion.

CAUTION: Before venturing on any unimproved road ask locally. Local inquiry improves your safety and your pleasure. Also, many unimproved state and local roads have no destination or mileage signing for your driving convenience.

You must reduce your speed through all urban areas regardless of size. Observe the speed signs when approaching even the smallest settlement and obey them. Remember you have been traveling at a high rate of speed and what you judge to be a greatly reduced rate may be too fast to stop for children or suddenly appearing cross traffic. Let your speedometer be your guide.

Upon meeting or overtaking a school bus which has stopped and is displaying its flashing red signal you must come to a complete stop and not proceed until such time as the flashing red signal ceases operation. This law applies on all Nevada highways, rural roads, and city streets.

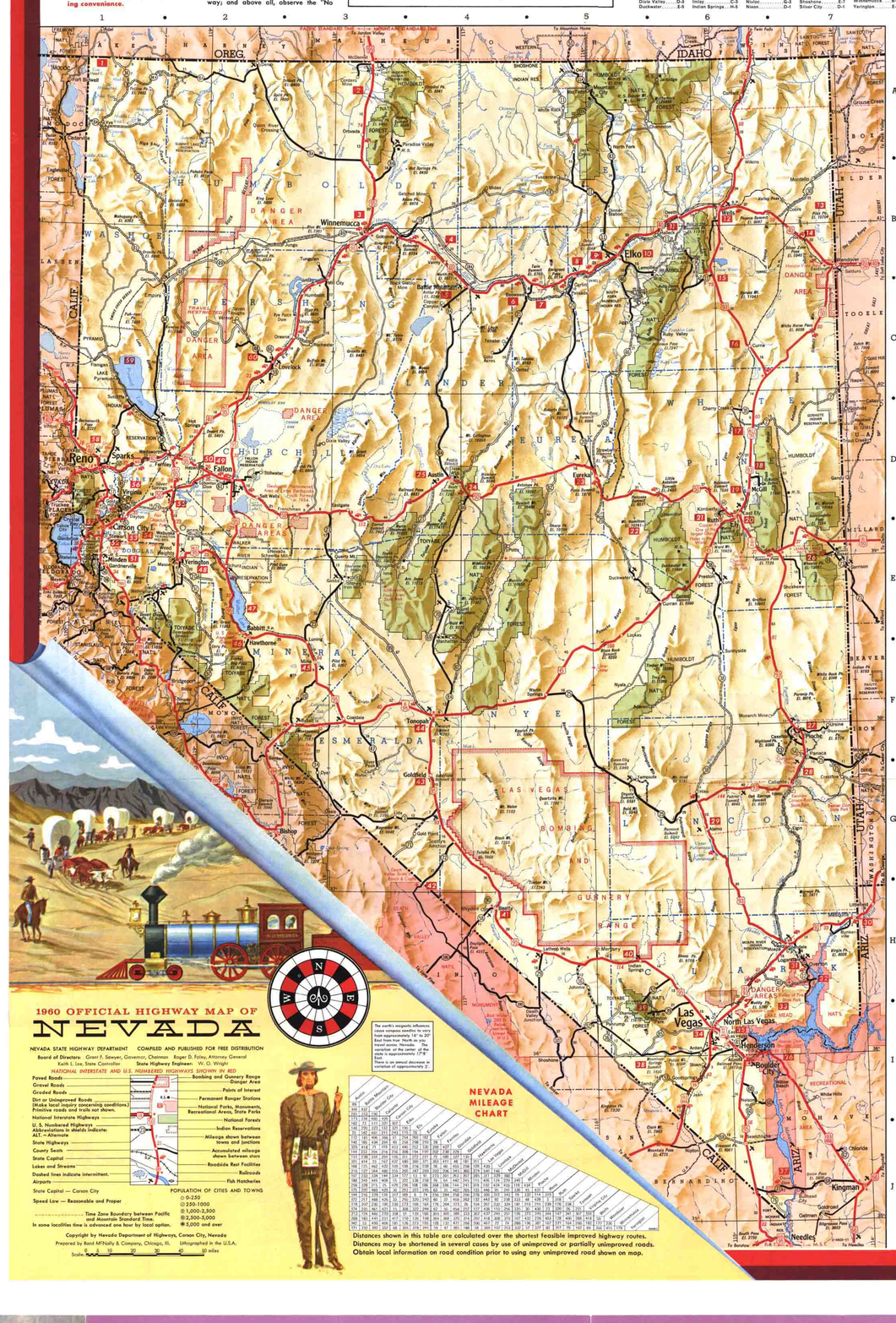
Our traffic laws are comparable with those of other states. Watch your hand signals; dim your lights; park off the highway; and above all, observe the "No Passing" areas. These are plainly marked and are clearly illustrated on the reverse side of this page.

In unfenced areas watch for cattle and deer on the highways, especially at night.

It is unlawful to throw burning matches or cigarettes from your automobile. Many disastrous range fires are started each year from this practice. Our livestock men depend upon the desert forage for a great share of their cattle feed, and we solicit your cooperation in avoiding man-made fires.

NEVADA BROADCASTING STATIONS

KPTL	Carson City	1300	KRAM	Las Vegas	920
KELK	Elko	1240	KRBO	Las Vegas	1050
KELY	Ely	1230	KBET	Reno	1340
KVLV	Fallon	1250	KDOT	Reno	1230
KTOO	Henderson	1280	KOH	Reno	630
KENO	Las Vegas	1460	KOLO	Reno	920
KLAS	Las Vegas	1230	KONE	Reno	1450
KORK	Las Vegas	1340	KWNA	Winnemucca	1400
			CONELRAD	640	1240



1960 OFFICIAL HIGHWAY MAP OF NEVADA

NEVADA STATE HIGHWAY DEPARTMENT — COMPILED AND PUBLISHED FOR FREE DISTRIBUTION

Board of Directors: Grant F. Sawyer, Governor, Chairman — Roger D. Foley, Attorney General — Keith L. Lee, State Controller — State Highway Engineer: W. O. Wright

NATIONAL INTERSTATE AND U.S. NUMBERED HIGHWAYS SHOWN IN RED

Paved Roads
Gravel Roads
Graded Roads
Dirt or Unimproved Roads (Make local inquiry concerning conditions. Primitive roads and trails not shown.
National Interstate Highways
U. S. Numbered Highways
Abbreviations in shields indicate: ALT. — Alternate
State Highways
County Seats
State Capital
Lakes and Streams
Dashed lines indicate intermittent.
Airports
State Capital — Carson City
Speed Low — Reasonable and Proper
Time Zone Boundary between Pacific and Mountain Standard Time. In some localities time is advanced one hour by local option.

Bombing and Gunnery Range — Danger Area
Points of Interest
Permanent Ranger Stations
National Parks, Monuments, Recreational Areas, State Parks
National Forests
Indian Reservations
Mileage shown between towns and junctions
Accumulated mileage shown between stars
Roadside Rest Facilities
Railroads
Fish Hatcheries

POPULATION OF CITIES AND TOWNS
0-250
250-1000
1,000-2,500
2,500-5,000
5,000 and over

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Prepared by Rand McNally & Company, Chicago, Ill. Lithographed in the U.S.A.

Scale 5 0 10 20 30 40 50 miles

The earth's magnetic influence causes compass needles to vary from approximately 16° to 20° East of North throughout this publication. Nevada is in operation at the center of the state is approximately 17°8' East.
There is an annual decrease in variation of approximately 3'.

NEVADA MILEAGE CHART

	Ely	Elko	Winnemucca	Carson City	Reno	Las Vegas	Tonopah	Goldfield	Beatty	Hawthorne	Yerington	Fallon	Austin	Eureka	Wells	Lovelock	Battle Mountain	Henderson	Boulder City	Kingman	Needles
Ely		171	298	400	402	267	174	192	267	229	302	304	174	102	171	229	229	267	267	267	267
Elko	171		127	229	231	438	345	363	438	400	473	475	345	273	342	400	400	438	438	438	438
Winnemucca	298	127		102	104	311	218	236	311	273	346	348	218	146	215	273	273	311	311	311	311
Carson City	400	229	102		32	413	320	338	413	375	448	450	320	248	317	375	375	413	413	413	413
Reno	402	231	104	32		415	322	340	415	377	450	452	322	250	319	377	377	415	415	415	415
Las Vegas	267	438	311	413	415		93	75	0	38	37	39	93	165	96	38	38	0	37	93	93
Tonopah	174	345	218	320	322	93		18	93	55	130	132	0	72	3	55	55	93	130	186	186
Goldfield	192	363	236	338	340	75	18		75	37	112	114	18	90	21	37	37	75	112	168	168
Beatty	267	438	311	413	415	0	93	75		38	37	39	93	165	96	38	38	0	37	93	93
Hawthorne	229	400	273	375	377	38	55	37	38		75	77	55	127	58	0	0	38	75	131	131
Yerington	302	473	346	448	450	37	130	112	37	75		2	130	202	133	75	75	37	0	56	56
Fallon	304	475	348	450	452	39	132	114	39	77	2		132	204	135	77	77	39	2	54	54
Austin	174	345	218	320	322	93	0	18	93	55	130	132		72	3	55	55	93	130	186	186
Eureka	102	273	146	248	250	165	72	90	165	127	202	204	72		69	127	127	165	202	258	258
Wells	171	342	215	317	319	96	3	21	96	58	133	135	3	69		58	58	96	133	189	189
Lovelock	229	400	273	375	377	38	55	37	38	0	75	77	55	127	58		0	38	75	131	131
Battle Mountain	229	400	273	375	377	38	55	37	38	0	75	77	55	127	58	0		38	75	131	131
Henderson	267	438	311	413	415	0	93	75	0	38	37	39	93	165	96	38	38		37	93	93
Boulder City	267	438	311	413	415	37	130	112	37	75	0	2	130	202	133	75	75	37		56	56
Kingman	267	438	311	413	415	93	186	168	93	131	56	54	186	258	189	131	131	93	56		112
Needles	267	438	311	413	415	93	186	168	93	131	56	54	186	258	189	131	131	93	56	112	

Distances shown in this table are calculated over the shortest feasible improved highway routes.
Distances may be shortened in several cases by use of unimproved or partially unimproved roads.
Obtain local information on road condition prior to using any unimproved road shown on map.

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1 **CAPT. JOHN C. FREMONT** entered Nevada during his 1843-44 expedition. Kit Carson, noted scout and trapper, was a member of the party. Route ran southerly by way of the east shore of Pyramid Lake, and the East Walker River, then angled northwesterly over Kit Carson Pass to California. Fremont saw Lake Tahoe, but the inclement weather prevented any exploration. It was a rugged journey over rough terrain. Winter snowstorms buffeted the party, and only heroic efforts enabled them to push their way through the snow-blocked pass of the Sierra Nevadas.

2 **PETER SKENE OGDEN'S** Canadian trapping expedition reached Nevada in 1828. During a search for other streams, after trapping the Quinn River, they discovered the Humboldt, probably near Winnemucca, and trapped eastward. Wintry weather forcing them to abandon their trapping, Ogden headed for winter quarters near Salt Lake City. In the Spring of 1829, Ogden returned to trap the Humboldt and its tributaries. To the trappers, the Humboldt was known as Ogden's River. Fremont, however, designated it Humboldt on his 1845 map.

3 **WINNEMUCCA**—Named for Indian chief. Annual Rodeo on Labor Day.

4 **TREATY HILL**—Indians settled territorial dispute. Shoshone lands to the east and Paiute to the west.

5 **BATTLE MOUNTAIN**—Site of Indian and Emigrant skirmish in 1857.

6 **BEOWAWE**—Active geyser area seven miles west.

7 **GRAVELLY FORD**—Emigrant campsite—trading post.

8 **CARLIN**—Emigrant campsite on Maggie Creek. The trail here made a detour northwest to Emigrant Pass. Carlin Canyon was impassable for wagons. Small footed ones two miles north.

9 **SOUTH FORK**—Junction with the Donner emigrant road. Long detour around the Ruby Mtns. contributed to the tragedy of the Donner party. Route had not proved to be a shortcut.

10 **ELKO**—Ranching and mining center. Annual Fair and Race Meet in September. Hunting and fishing area. Hot springs was a campsite on emigrant road. Silver State Stampede in June.

11 **HALLECK**—Junction with emigrant pack-route through Secret Pass. A detachment of Fremont's 1845 expedition guided by Joe Walker used this short-cut, which was passable for pack trains only. Secret Valley was a favorite early-day hideout for robbers and stock rustlers.

Steptoe Valley Scene

12 **WELLS**—Emigrant campsite on Fort Hall-Humboldt River trail. From the springs at Wells, the route was northeasterly through Thousand Springs Valley to Goose Creek. There was a branch road that followed the valley of Bishop Creek, making a junction with the Wells route near Deeth. The trappers probably pioneered the route. Joe Walker, familiar with this trail, traveled it with a wagon train in 1843 enroute to California. Various shortcuts from Salt Lake City to the Humboldt River were used, but this trail remained one of the favorites for wagon trains.

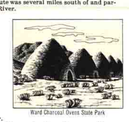
13 **PILOT PEAK**—Landmark for emigrants crossing the salt flats. The springs at the foot of the mountain saved several lives. Bidwell emigrants in 1841, Fremont's 1845 expedition, and the Donner party, 1846, all recuperated at the springs.

14 **SILVER ZONE PASS**—Emigrant route turned southwest.

15 **THE DONNER PARTY** traveled southerly along the east side of the Ruby Mountains, crossed a low pass, and turned north to the Humboldt River trail. Fremont, dividing his 1845 command here, sent Joe Walker to guide a group via Secret Pass to the Humboldt River trail, with instructions to rendezvous at Walker Lake. Crossing the Ruby Mountains at Harrison Pass, Fremont explored southwesterly to Walker Lake.

16 **CURRIE**—Captain E. G. Beckwith, leading an Army expedition exploring for a railroad route to the Pacific, camped here in 1854. Roughly, his route was several miles south of and parallel to the Humboldt River.

17 **PONY EXPRESS AND OVERLAND MAIL ROUTE** crossed the highway near here. Capt. Simpson (U.S. Army) explored this central route in 1859 and laid the foundation for the Pony Express and Overland Mail Route, and the modern alignment of U.S. 50.


Ward Charcoal Ovens State Park

18 **DUCK CREEK AREA**—Public camp grounds.

19 **McGILL**—Copper smelter.

20 **ELY**—Stockraising and mining center. Pony Express celebration, horse show, and racing in August. Winter sports. Murray Summit.

21 **RUTH**—Open copper-pit mining. One of world's largest open copper pits; smaller pits nearby.

22 **MT. HAMILTON**—Site of old silver mines which were heavy producers in 1865-1874.

23 **EUREKA**—Lead, zinc, and silver mining—once controlled the world's lead market.

24 **FREMONT** crossed here in 1845; continued on south.

25 **AUSTIN**—Silver Camp of 1862. Stokes Castle one mile south.

26 **LEHMAN CAVES NATIONAL MONUMENT**—Spectacular underground limestone formations; guided tours by U.S. Park Service.

27 **PIOCHE**—Active lead, silver, and zinc mining.

28 **CALIENTE**—Ranching center. **PANACA**—First Mormon settlement in this area.

29 **ALAMO**—Fertile Pahranagat Valley—mecca for horse thieves and rustlers in the early days.

30 **U.S. 91 TO LAS VEGAS** Old wagon road, Salt Lake City to California. This portion of the route has a colorful history: Jedediah Smith and his band of trappers, 1826-27; the Mexican traders, 1829. Fremont mapped the route on his return trip from California in 1844. Many emigrants traveled to California over the "Spanish Trail." It was a long dry trek from the Muddy River to the springs and the meadows at Las Vegas.

Cathedral Gorge State Park

31 **OVERTON**—Lost City Museum. Camp and picnic area.

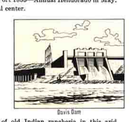
32 **OVERTON BEACH**—Lake Mead—Good fishing, boating, and bathing.

33 **VALLEY OF FIRE**—Colorful rock formation—Indian petroglyphs.

34 **LAS VEGAS**—Mormon Fort 1855—Annual Helldorado in May.

35 **HENDERSON**—Industrial center.

36 **BOULDER CITY**—Hoover (Boulder) Dam, Lake Mead—the largest artificial lake in the world.


Davis Dam

37 **DAVIS DAM**—

LAKE MOHAVE.

38 **MOUNTAIN SPRINGS** Campsite on Spanish Trail.

39 **MT. CHARLESTON**—Public camps, picnic grounds, and winter-sports area.

40 **INDIAN SPRINGS**—Site of old Indian ranchoria in this arid section of Nevada. It was a campsite on one of several branches of an emigrant road blazed by 49ers seeking a route shorter than the Spanish Trail. Some of them perished in the desert of Death Valley. Legend of the Lost Gunsight Mine originated with these emigrants. For many years it was a stage station along the Goldfield-Las Vegas road. The old trail to Pahranagat Valley crossed this area.

41 **BEATTY**—Situated on the Amargosa River, which flows mostly underground through the Amargosa desert. Seven miles west are the ghost mining towns of Rhyolite and Bullfrog where very rich ore was discovered in 1904. For a time it was thought that Rhyolite would be another Virginia City. Among the ruins of Rhyolite is the bottle house constructed of quart beer bottles.

42 **DEATH VALLEY SCOTTY'S CASTLE AND RANCH**—The road winds through Grapevine Canyon to Death Valley National Monument. Guest accommodations at the Castle.

43 **GOLDFIELD**—Historic mining town. "Jewelry Ore" discovered in 1903. Production, $105,000,000 in gold and silver. Rivaled Virginia City in lavish spending and metropolitan tastes. Tex Rickard promoted the Gans-Nelson prize fight in 1906.

44 **TONOPAH**—Scene of silver mining boom. Rich ore was discovered by Jim Butler and his burro in May 1900. By 1902 the boom was in full swing.

45 **MINA**—Rhodes salt marsh. Salt was carried by camels to Virginia City mines. Fremont 1845 expedition turned north toward Walker Lake.

46 **HAWTHORNE**—U.S. Naval Ammunition Depot. County seat and trading center for wide area. Walker crossed this area in 1843 guiding an emigrant train.

47 **WALKER LAKE**—Site of rendezvous of Walker and Fremont 1845. Fremont continued on north to the Truckee, thence westerly to California. Walker went southwesterly. The lake was named in honor of Walker by Fremont. U.S. 95 high above the lake affords magnificent view. Good fishing.

48 **YERINGTON**—Site of open pit mine at Weed Heights.

49 **FALLON**—Farming center. Largest public duck-hunting grounds in U.S. Annual Stampede and Fair Show in September.

50 **EAGTOWN MONUMENT**—Site of trading post on Carson River. The exhausted and thirsty emigrants recuperated here after their 40-mile trip across the Carson desert between Humboldt Lake and Carson River.

51 **MINDEN—GARDNERVILLE**—Ranching centers.

52 **GENOA**—Museum—Site of Mormon Station—first white settlement. Pony Express and Overland Mail station.

53 **STEWART**—Indian School. Colorful stone buildings.

54 **CARSON CITY**—State Capital—Named for Kit Carson, noted scout and guide. Museum, State Library, annual Nevada Day celebration October 31. Fourteen miles to **LAKE TAHOE.** Nestled in a granite cradle in the pine-forested high Sierras, Lake Tahoe's waters reflect the moods of nature in ever-changing colors.

55 **FORT CHURCHILL**—Ruins of fort established as a protection against hostile Indians.

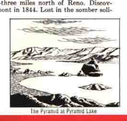
South Ward School, Virginia City

56 **VIRGINIA CITY**—Colorful, thriving mining town perched on the hills of the Comstock Lode. Mines produced many millions.

57 **BOWERS MANSION**—Once the home of Sandy and Eilley Bowers—financed by Comstock millions. Now a county recreational area. Hot-spring swimming pool, and picnic grounds.

58 **RENO**—State University. Mt. Rose and Slide Mountain Ski areas. Annual rodeo, July 4. **SPARKS**—Southern Pacific railroad shops. Annual Labor Day celebration.

59 **PYRAMID LAKE**—Thirty-three miles north of Reno. Discovered and named by Fremont in 1844. Lost in the somber solitude of desert sands and sage-covered hills, this lake surprises and delights with its pastel colors.


The Pyramid at Pyramid Lake

60 **LOVELOCK**—County seat and trading center. Site of Big Meadows, where emigrants prepared for crossing the desert to the Truckee and the Carson Rivers.

STATE OF NEVADA DEPARTMENT OF HIGHWAYS 1960

NEVADA *Highways*

NEVADA

FRONT COVER

To anyone interested in geography, this unusual airview provides an unforgetable lesson. From a plane 10,000 feet above Carson City (altitude 4,678), the camera looks west over Lake Tahoe (altitude 6,225) toward the distant Coast Range in California.

BACK COVER

Highest point in Nevada, Boundary Peak in Esmeralda County rises to 13,145 feet towering over all of the Nevada desert country below. This view taken from north of the peak on U.S. 6 near the California-Nevada border.

1 One of several colorful canyons opening from the mighty Toiyabe Range east into Smoky Valley is Kingston Canyon pictured here in fall garb. This is a favored spot in central Nevada for sportsmen.

2 Almost miraculously, Nevada's somber deserts spring to life when water is added. This artesian supply, tapped successfully in northern Humboldt County in 1958, produces bountiful seed crops. Deep wells hold great promise for many other parts of the state.

3 Most popular state park judging by the number of visitors who flock in annually is the Valley of Fire. Northeast of Las Vegas, not far from Lake Mead, the park is noteworthy for its strange red and yellow rock formations. The park is equipped for picnickers and campers.

4 Beowawe's geyser field is remarkable for the fact that, second only to Yellowstone, it is the largest in the United States. Located south of U. S. 40 in Eureka County, the geysers and hot pools are in an area which may eventually be tapped for steam.

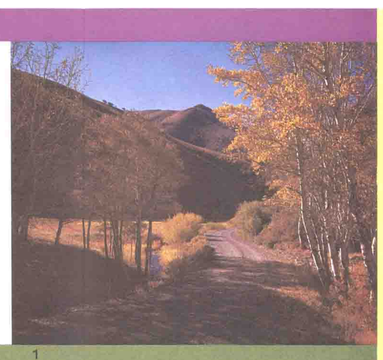
5 Since it first erupted from a drilled well 43 years ago, the Gerlach (or Fly Ranch) Geyser has built up an ever-larger mantle of colorful carbonates. The unusual formation is to be found 22 miles north of Gerlach in Washoe County.

6 Not too well known is the fact that Nevada is one of the few iron producing states of the nation. This mine near Lovelock in Pershing County is one of several similar operations in the state in which rich ore is taken from surface pits.

7 One of the most readily accessible, therefore best known, of Nevada's ghost towns is Rhyolite, west of Beatty near one of the Nevada entrances to Death Valley. The old town's most curious feature is house constructed of whole bottles and adobe.

8 Queen of the eastern Nevada ghost towns, Hamilton in White Pine County declined to nothingness after the boom days of the sixties and seventies. Hamilton may be reached by taking an unimproved road south from U.S. 50 about 32 miles west of Ely. Local inquiry is advised before taking this road.

9 Although some people think they are frightening, these huge earthquake faults east of Fallon offer an easy answer to anyone who wonders where mountains come from. These cracks were opened by the strong earthquake series in Nevada in 1954.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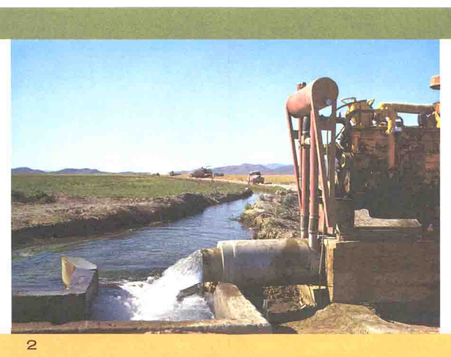
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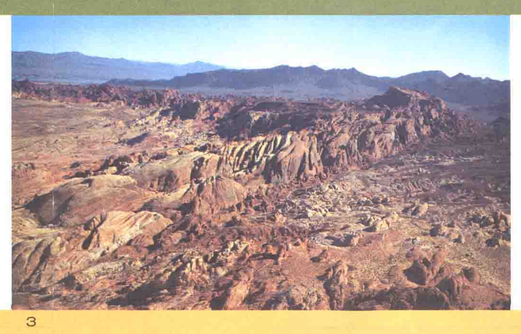
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Color photos by Nevada State Highway Department Photographer.

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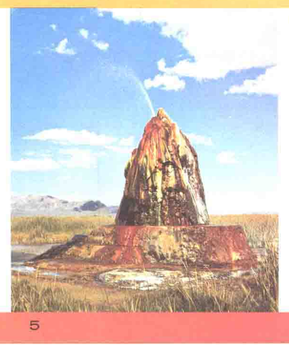
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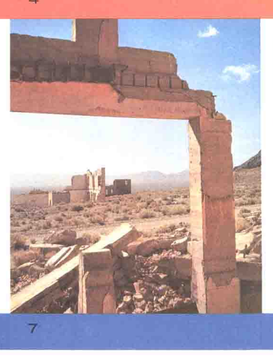
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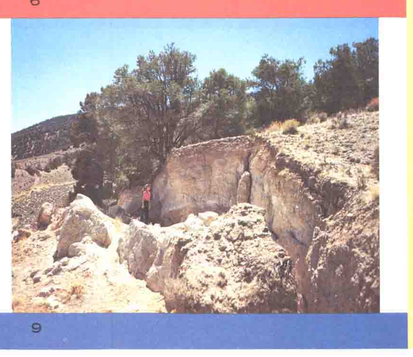
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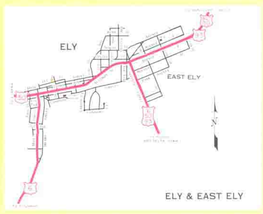
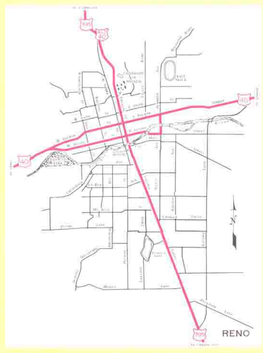
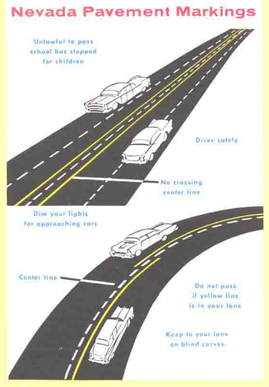


ELY & EAST ELY

LAS VEGAS


RENO

KEEP NEVADA CLEAN

Don't be a litterbug

Nevada Pavement Markings