

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received APR 1 1987

date entered

MAY 15 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Central Pacific Railroad Grade Historic District

and or common

2. Location

street & number

not for publication

city, town

X vicinity of Park Valley

state

Utah

code

049

county

Box Elder

code

003

3. Classification

Category

X district

building(s)

structure

site

object

N/A

Ownership

public

private

X both

Public Acquisition

in process

being considered

Status

occupied

X unoccupied

work in progress

Accessible

yes: restricted

X yes: unrestricted

no

Present Use

agriculture

commercial

educational

entertainment

government

industrial

military

museum

park

private residence

religious

scientific

X transportation

X other: abandoned

4. Owner of Property

name Multiple owners, see continuation sheet

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc.

Box Elder County Courthouse

street & number

city, town

Brigham City

state

Utah

6. Representation in Existing Surveys

title none

has this property been determined eligible? yes X no

date

federal state county local

depository for survey records

city, town

state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Central Pacific Railroad Grade Historic District consists of an abandoned 87-mile segment of the original 1869 grade of the first transcontinental railroad (figures 1, 2). It extends from Umbria Junction (approximately nine miles east of the Nevada border) around the north end of the Great Salt Lake to the Golden Spike National Historic Site, which includes the last 3.8 miles of the grade. Resources within the historic district include the railroad grade, with 65 trestles and 100 culverts, and 28 abandoned stations, sidings, and townsites. Despite the removal of the tracks and most of the ties from the grade (c. 1942) and the removal of all the buildings from the townsites (primarily between 1904 and the 1940s), the district maintains a substantial degree of integrity from both historic and historic archeological perspectives.

The railroad grade is a single structural system consisting of the primary grade, the attached siding grades, culverts, trestles and other man-made elements of the rail line. Grades are 10 feet wide on the track bed with excavated drainage slopes extending several feet on each side. Depending on the terrain, cuts or fills were made to accommodate the railroad. The rails were removed in 1942 to aid the war effort, and subsequently most of the ties were also removed. There are a few sections of sidings, however, that still have ties on them. None of the trestles or culverts are either large enough or significant in their own right to justify identifying them as separate contributing features of the grade.

The condition of the grade is generally good, due in large part to erosion control features that were part of the original construction. These include culverts, bridges, and upstream water diversion structures. During the railroad's years of operation, 1869-1942, many of the trestles and culverts were rebuilt as part of the railroad's continual maintenance program. Today, 45 years after the railroad was abandoned, a number of these structures are in unstable condition.

The types of trestles and culverts that were built are discussed in the BLM publication, Rails East to Promontory: The Utah Stations. Following is a brief quote from that report.

Large washes and deep arroyos required open deck, piled, trestlework bridges [figures 3-7]. A "piled" bridge refers to upright foundation timbers deeply embedded in the ground. Initially during the rush to Promontory Summit, many of these bridges were not "piled," but built on timbered sills. The time-consuming task of piling the trestles was accomplished later by Chinese section gangs. Also, flimsy trestles were later filled up and replaced with small culverts by Chinese section gangs. Figure [8] illustrates late 19th century Southern Pacific "Common Standards" for trestlework bridges. Riprap (rock, boulders, used boiler bricks and other trash) was deposited in the washes to reduce under cutting of the piles.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1869-1904; 1904-42 **Builder/Architect** N/A

Statement of Significance (in one paragraph)

The Central Pacific Railroad Grade Historic District is significant at the national level for its association with the construction and operation of the nation's first transcontinental railroad. It is also significant at the local level as the first, and most important, major transportation route in western Box Elder County. The completion of the transcontinental railroad in the Utah desert in 1869 was the single most important event in the history of the development and settlement of the American West. It opened vast areas to settlement, thereby encouraging emigration, and it expanded commerce by opening new markets to regionally produced goods. The period of national significance for this historic district dates from 1869 until 1904, when the main line was diverted across the Great Salt Lake on the Ogden-Lucin Cutoff Trestle (National Register 1972). From 1904 until 1942, when the rails were removed to aid the war effort, this 90-mile segment of railroad continued to provide the necessary transportation and shipping services that sustained local agricultural, commercial, and industrial activities. The tremendous impact of the railroad on the local economy is evidenced by the abandonment and removal of all the buildings from the townsites along the route after the rail line closed down. Since this section of the grade has not been altered by continued maintenance over the past 45 years, it provides the most comprehensive documentation of the historic physical characteristics of the grade itself, which includes 65 trestles and 100 culverts, and the 28 abandoned stations, sidings, and townsites along the route. Historical records and preliminary archeological data reveal that these resources have the potential to yield significant information about life along the rail line. While the adjacent Golden Spike National Historic Site (National Historic Landmark 1966) represents the completion of the transcontinental railroad, the resources in this historic district document the specific physical and social aspects of the railroad and the life it spawned. Justification for extending the period of significance beyond the 50-year limit to 1942 is based on the exceptional significance of the district at the local level and the fact that 1942 was the terminal date of the rail line and the communities associated with it, not simply a date of transition.

The abandoned portion of the original Central Pacific Railroad (CPRR) grade from Umbria Junction to Promontory (Golden Spike National Historic Site) is a 90 mile segment that typifies the CPRR in Utah. It was in use from 1869 until the early 1940's, receiving regular maintenance. After the Lucin Cut-off across the Great Salt Lake was completed in 1904, this segment saw mostly local use. With World War II, the rails were removed to be utilized in the war effort, and some of the structures and most of the ties were salvaged by local ranchers. Currently used as an unimproved county road, this segment is easily accessible to the public -- there are no encumbrances to public access such as with the segments still in use.

9. Major Bibliographical References

see continuation sheet

10. Geographical Data see continuation sheet

Acreage of nominated property approximately 5,000

Quadrangle name _____

Quadrangle scale _____

UTM References

A

Zone	Easting	Northing													

B

Zone	Easting	Northing													

C

D

E

F

G

H

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A		N/A	

state	code	county	code

11. Form Prepared By

name/title Douglas S. Dodge/District Archeologist

organization Bureau of Land Management date November 1986

street & number 2370 South 2300 West telephone (801) 524-5348

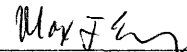
city or town Salt Lake City state Utah

12. State Historic Preservation Officer Certification

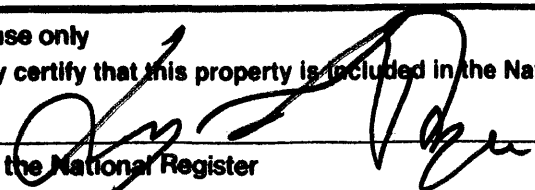
The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

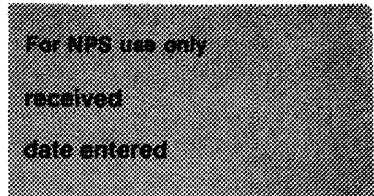
title Max J. Evans, State Historic Preservation Officer date March 5, 1987

For NPS use only
I hereby certify that this property is included in the National Register
 date 5/15/87
Keeper of the National Register

Attest: date _____
Chief of Registration

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LIST OF OWNERS

1. Alden, Gene E.
1204 B. Lincoln Ave.
Alameda, CA 94501
T 11N R 11W Sec. 7 NW 1/4, NW 1/4

2. Beckhuson, Murray R.
c/o Dennis Jordan
Box 23
Rimbey
Alberta, Canada
T 10N R 13W Sec. 29 SE 1/4

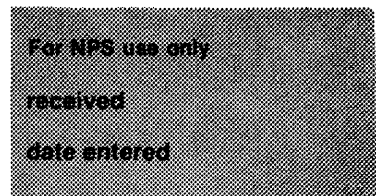
3. Central Pacific RR Co.
One East 1st Street, #905
Reno, NV 89501
T 7N R 18W Sec. 4 NE 1/4
Sec. 3 entire
T 8N R 18W Sec. 35 grade only (BLM other)
T 8N R 17W Sec. 31 S 1/2, NW 1/4
Sec. 29 grade only (Warburton other)
Sec. 21 grade only (BLM other)
Sec. 23 grade only (Chournos other)
Sec. 13 grade only (Chournos other)
T 8N R 16W Sec. 7 grade only (Chournos other)
Sec. 9 grade only (Chournos other)
Sec. 3 grade only (Chournos other)
T 11N R 12W Sec. 23 grade only (Young other)
Sec. 13 entire
T 12N R 11W Sec. 29 entire

4. Chournos Land & Livestock Co.
RFD 1
Tremonton, UT 84337
T 8N R 17W Sec. 22 entire
T 9N R 16W Sec. 35 entire
T 9N R 15W Sec. 31 entire
Sec. 30 entire
Sec. 29 S 1/2, NW 1/4
Sec. 29 N 1/2, NE 1/4
Sec. 21 entire

5. Christensen, James Mack
Bear River City, UT 84301
T 10N R 7W Sec. 6 S 1/2

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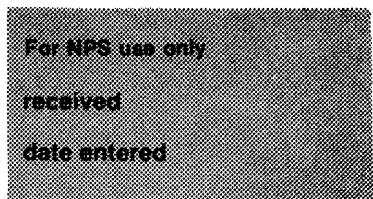
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6. Connor Cattle Co.
Box 84
Bear River City, UT 84301
T 11N R 8W Sec. 11 entire
Sec. 23 entire
Sec. 35 entire
7. Dana College
Blair, NB 68008
T 9N R 14W Sec 3 E 1/2
8. DeFlon, James G.
15527 Lodosa Dr.
Whittier, CA 90605
T 10N R 7W Sec. 18 N 1/2
9. Fehlman, Gus
c/o C. S. Fehlman
231 West 725 North
Logan, UT 84321
T 12N R 11W Sec. 21 S 1/2, SW 1/4 - .42 acre only (in Kelton, none of the grade)
10. Garn, Darvel, et al
Fielding, UT 84311
T 10N R 7W Sec. 16 entire
11. Garn Farms
Fielding, UT 84311
T 10N R 7W Sec. 17 entire
12. H-U Grazing Partnership
c/o Wm. F. Goring
PO Box 157
Tremonton, UT 84337
T 10N R 12W Sec. 17 entire
Sec. 7 entire
Sec. 9 entire
13. Hoglund, G. A.
515 8th St.
Ogden, UT 84404
T 11N R 11W Sec. 7 SW 1/4, NW 1/4
14. Holmgren Land & Livestock Co.
Box 156
Bear River City, UT 84301
T 11N R 9W Sec. 3 entire
T 11N R 8W Sec. 3 entire

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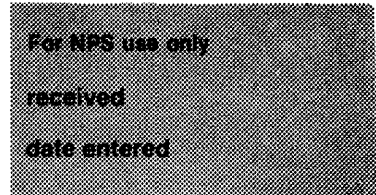
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15. Hunter, Howard W., et al
2833 Sherwood Dr.
SLC, UT 84108
T 10N R 8W Sec. 1 entire
T 10N R 7W Sec. 6 N 1/2
Sec. 7 entire
16. Kunzler, Max W., et al
Park Valley, UT 84329
T 9N R 14W Sec. 5 entire
Sec. 9 entire
17. Lloyd W. Keller Corp.
1362 Lake St.
Ogden, Ut 84401
T 10N R 7W Sec. 22 NW 1/4, NW 1/4 & SE 1/4, NW 1/4 & SE 1/4
Sec. 27 entire
Sec. 26 entire
Sec. 25 entire
Sec. 24 south of RR grade
18. Morton-Norwich Prod., Inc.
110 No. Wacker Dr.
Chicago, IL 60606
T 11N R 9W Sec. 1 entire
T 11N R 8W Sec. 6 entire
Sec. 5 entire
Sec. 4 SE 1/4, NE 1/4 & NE 1/4, SE 1/4
19. Phillips, Vay M.
c/o Dale M. Phillips
PO Box 705
Black Canyon City, AZ 85324
T 11N R 11W Sec. 7 NW 1/4, NE 1/4, NW 1/4
20. Phoenix Christian High School
c/o L. V. Crenshaw
1751 W. Indian School Rd.
Phoenix, AZ 85015
T 10N R 14W Sec. 35 SW 1/4 & E 1/2
21. Robertson, Dexter L.
13006 Hwy 34
Yuma, CO 80759
T 8N R 17W Sec. 31 N 1/2, N 1/2
22. Southern Pacific Land Co.
One East 1st St., #905
Reno, NV 89501

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- T 10N R 13W Sec. 31 grade only (Beckhuson other)
 Sec. 29 SW 1/4
 Sec. 27 grade only (Beckhuson other)
 Sec. 23 grade only (Beckhuson other)
 Sec. 13 grade only (Beckhuson other)
23. Spano, Rocco & Rose
 31 Catherine Ave.
 Franklin Sq., NY 11010
 T 9N R 15W Sec. 13 NW 1/4, SW 1/4
 Sec. 13 SW 1/4, NW 1/4
24. Spencer, Harold M.
 1778 Hubbard Ave.
 SLC, UT 84108
 T 11N R 11W Sec. 7 SW 1/4, NE 1/4, NW 1/4
25. Swan, Thornley
 60 N. 200 East
 Kaysville, UT 84037
 T 10N R 7W Sec. 21 entire
 Sec. 22 SW 1/4, NW 1/4 & SW 1/4
26. Vannoy, Iva M.
 c/o Ralph Vannoy
 49 Skagit Key
 Bellevue, WA 98006
 T 11N R 11W Sec. 7 NE 1/4, NE 1/4, NW 1/4
27. Walker, Betty Lou
 166 Ashe Dr.
 Brigham City, UT 84302
 T 12N R 11W Sec. 21 S 1/2, SW 1/4 except .42 acre (Fehlman)
28. Warburton, Grace L.
 Grouse Creek, UT 84313
 T 8N R 17W Sec. 29 (does not own grade)
29. Whitaker, Arnold E.
 PO Box 178
 5950 North 4600 West
 Bear River City, UT 84301
 T 10N R 7W Sec. 24 north of RR grade
30. Young, Charles M., et al
 c/o C. A. Green
 8806 Brightwood Dr.
 Oxon Hill, MD 20744

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Smaller drainages and gullies required wood box culverts, often constructed of California redwood [figures 9, 10]. There is a limited occurrence of redwood stave culverts, implying an early design and subsequent phase-out. Wooden stave culverts are aesthetically interesting variations of the wood culverts [figure 11].

Stone culverts are the most numerous. Two varieties occur: (1) stone box , and (2) open deck [figure 12]. Riprap was used to reduce erosion. Some of the stone culverts were widened with wood box extensions when the track gauge was widened.¹

The towns along this section of the railroad suffered greatly after the Lucin Cutoff bypassed this section in 1904, but it was not until after the closure of the line c. 1942 that the area was completely abandoned and all the buildings were either moved away or destroyed. Today all that remains are some foundation pits, scattered debris, a few cemeteries, and other minor evidences of previous human habitation. Because of the lack of clearly defined resources, each townsite or siding area has been designated as a single site, with the exception of Terrace, which has two distinct segments (figures 13-18).

The townsites and sidings, though radically altered by the removal of the buildings, are significant resources for their potential to yield important historical data through historic archeological documentation. A preliminary study was conducted by the Bureau of Land Management in the late 1970s that identified the locations of the townsites and sidings and assessed the quantity and types of expected resources at each site. Historical records and artifacts recovered from informal surface excavations were used in that study. The results are set forth in the BLM publication Rails East to Promontory: The Utah Stations (1981). Based on that preliminary information, it is expected that full-scale excavation of the sites would yield important additional data on the occupants and history of these early railroad communities. However, there is currently no time schedule for those excavations by the Bureau of Land Management (BLM) or any other group. The BLM, the principal landowner in the area, has identified the railroad grade as an important cultural resource and is interested in protecting the grade and associated sites from vandals and artifact hunters.

The following is a list of the townsites, stations, and sidings that are located in the Central Pacific Railroad Grade Historic District. The historic use, dates of occupation, and general location are given for each.

1. Umbria
section station, 1869 - c.1875
T7N R18W Sec 4 NW1/4

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2. Historic Lucin
section station, 1875 - 1907
T7N R18W Sec 3 NE1/4
3. Medea
siding, 1899 - 1906
T8N R17W Sec 22 SW1/4
4. Bovine
section station, 1869 - c.1905
T8N R16W Sec 8 NE1/4
5. Walden
siding, 1898 - 1906
T9N R15W Sec 30 SE1/4
6. Watercress
townsite, 1910 - c.1940
T9N R15W Sec 22 SW1/4
7. Terrace
townsite, maintenance and repair headquarters, 1869 - c.1910
T9N R15W Sec 13
8. Old Terrace
siding, date unknown
T9N R15W Sec 12 NE1/4
9. Red Dome
siding, 1895 - 1907
T9N R14W Sec 3 SE 1/4
10. Matlin
section station, 1869 - 1904
T10N R13W Sec 29 SW1/4
11. Romola
siding, 1899 - 1906
T10N R13W Sec 13
12. Gravel Pit
section station, 1869 - c.1881
T11N R12W Sec 33 SE1/4
13. Ombey
section station, c.1878 - c.1910
T11N R12W Sec 33 SE1/4

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14. Peplin
siding, 1888 - unknown
T11N R12W Sec 24 NW1/4
15. Zias
siding
T11N R11W Sec 6 NE1/4
16. Kelton (or Indian Creek)
townsite, section station, 1869 - 1942
T12N R11W Sec 21 SW1/4
17. Elinor
siding, 1902 - 1907
T12N R10W Sec 20 NW1/4
18. Seco
townsite, section station, 1873 - 1901
T12N R10W Sec 26 SW1/4
19. Nella
siding, 1902 - 1906, 1916 - unknown
T12N R10W Sec 25 SE 1/4
20. Ten-Mile
section station, 1869 - 1873
T12N, R10W Sec 33 SW1/4
21. Monument
siding, 1869 - 1942
T11N R9W Sec 3 SE1/4
22. West Kosmo
siding, 1912 - c.1942
T11N R8W Sec 6 NE1/4
23. East Kosmo
siding, 1901 - 1906
T11N R8W Sec 5 NW1/4
24. West Lake
siding, c.1877 - c.1910
T11N R8W Sec 11 NW1/4
25. East Lake
section station, 1869 - c.1890
T11N R8W Sec 14 NE1.4

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26. Metataurus
siding, 1898 - 1909
T10N R8W Sec 1 NE1/4
27. Centre
siding, 1879 - 1890
T10N R7W Sec 7 SW1/4
28. Roze1
section station, townsite, 1869 - 1942
T10N R7W Sec 16 SE1/4

Total number of contributing structures: 1
(The railroad grade, culverts, and trestle bridges are a single structural system.)

Total number of contributing sites: 29
(The 28 townsites and sidings are each counted as a single site, with the exception of Terrace, which has two distinct segments.)

¹Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations (Salt Lake City: Bureau of Land Management, 1981), p. 102.

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The abandoned grade traverses both marsh and desert, and contains the section where 10 miles of track were laid in one day (a prodigious feat when 2-3 miles was normally a full days work). Within this 90 mile segment of the CPRR there are long grades with fills and cuts, several styles of rock and wood culverts (about 100 culverts total), and about 65 trestles. There are also 28 abandoned stations, sidings, and townsites, such as Terrace, Peplin and Kelton. These town sites are important historically and archaeologically because of the wealth of information they still contain; and they are visible reminders of the great effort required to conquer the western desert.

Of particular interest to many is the Chinese element in most of these townsites. The Chinese were a vital part of the construction effort, yet they were second class citizens relegated to the less desirable part of any camp, where they lived in hovels, actually forming their own separate community.

Excavation of some of the townsites and maintenance station sites has an excellent potential to yield valuable historic information.

The most complete history of the Central Pacific Railroad Grade is contained in the 1981 BLM publication, Rails East to Promontory: The Utah Stations. Selected portions of that report are quoted on the following pages.

"A concept to link the nation by rail became a reality on May 10, 1869 and America's frontier was nearly history. Construction of the first transcontinental railroad and the meeting of the Union and Central Pacific railroads at Promontory Summit not only contributed to the development of the west but, in fact, pulled the west coast into the continental mainstream. The "Iron Horse" opened the American West, traversed imposing mountain ranges, and made it possible to ship and travel the width of the country in days instead of weeks or months. A stage coach from Omaha to Sacramento required continuous travel for more than 20 days. Now with the railroad, the same passage was possible in less than a week.

"The building of a transcontinental railroad to link the potentially rich and opportunistic western lands to a prospering east where manufactured commodities were readily available was not totally an eastern concept. In 1852, two years after becoming a State, the California legislature resolved that the construction of just such a "national thoroughfare" was in the interest of California as well as those of the entire country.

"A potential route was selected and surveyed in 1853 and 1854 by the U.S. Army Corps of Engineers. The Corps, led first by Captain J. Gunnison and replaced by Lieutenant E.G. Beckwith, surveyed through Utah in May 1854. The survey party suggested a route paralleling the Hastings road, south of the Great Salt Lake, through the Salt Lake Desert and over a low pass at the south end of the Pilot Range. Unfortunately, Beckwith's survey concentrated primarily on flora, fauna, and native Americans rather than the practical aspects of building a railroad.

"In 1857, Californian Theodore Dehone Judah presented the shortcomings of the survey to Congress. Unsuccessful in acquiring support for another survey, Judah returned home. His perseverance paid off and within two years he had inspired the California legislature to organize the Pacific Railroad Convention. Judah, the chief spokesman and engineer, called for detailed

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surveys of potential railroad routes. Finally by 1861, the initiative of the Convention resulted in: (1) stock shares being sold in a private enterprise, the Central Pacific Railroad Company of California, and (2) a formal proposal being sent to Congress to enlist financial aid for the rail line. Judah approached Congress once again. With the country engaged in a civil war, Judah gained Congressional support stating that his railroad would "Unite the Nation." The Pacific Railroad Act was created, endorsed by the 37th Congress, and signed into law by President Lincoln on July 1, 1862. No single action changed the complexion of the vast trans-Mississippi west in a shorter period of time than the passage of this Act.

"The Act called for the creation of the Union Pacific Railroad Company for construction of a railroad and telegraph westward from a point on the Missouri River near Omaha, Nebraska. Likewise, the Central Pacific Railroad Company was to construct a railroad and telegraph eastward from the Pacific coast at or near San Francisco or the navigable waters of the Sacramento River. Other provisions allowed for a 200-foot right-of-way on either side of the track including ground as needed for construction of machine shops, stations, camps, and other essential facilities. It also granted the privilege to remove earth, stone, and timber materials necessary in construction. Three amendments, in following years, provided additional grants and aid.

"Dependent upon all manufactured material coming from the east, the Central Pacific waited. Work trains, tons of iron spikes, rails, and tools were required and had to be shipped by boat, around South America to San Francisco, then by steamer up the Sacramento River. Depending upon the terrain and construction difficulties, the Central Pacific, and the Union Pacific, received loans of \$16,000 to \$48,000 for every mile of track laid. Additionally, to obtain revenue, both were allocated every alternate section of public land adjacent to the rail line (mineral lands exempt). This acreage formed a basis of credit with which to secure financing.

"Ceremonies, appropriate to the occasion launched construction in Sacramento, January 8, 1863. It required five years of arduous manual labor, assisted only by hand tools and blasting powder to carve the route and lay rails through the Sierra Nevada. It was during this period that the principal ownership of the Central Pacific was consolidated by "The Big Four": Leland Stanford, company president and Governor of California; Collis P. Huntington, financial wizard and Central Pacific lobbyist in Washington; Mark Hopkins, Sacramento merchant and company treasurer; and Charles Crocker, chief contractor of construction.

"The first train reached Reno [Nevada] on June 11, 1868.. With the deep snow and precipitous mountains behind, the construction pace picked up and construction crews moved swiftly across the Nevada Desert.

"However, in the Great Basin there were other problems. Coal deposits were unknown so timber was utilized for fuel. Often only sagebrush powered the locomotives. Timber for ties was also a problem. Redwood trees, hewn in California, were transported and laid into central Utah. After leaving the Humbolt River in central Nevada, surface water for the locomotives and construction crews was virtually nonexistent. Drilled wells were often found

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dry and when water was found, miles of redwood aqueduct transported the water to the holding tanks along the track. Water trains were then filled and driven to the railhead.

"At track's end, horse-drawn wagons were stationed to provide water, food, and materials to more than 10,000 workers moving east across the desert. A vast majority of the workers were Chinese, and their contribution to the railroad construction is immeasurable. Indians, indigenous to the area, also worked alongside the Chinese.

"Known as "Crocker's Pets," the Chinese each received wages of \$30 to \$35 a month and were divided into groups of 30 men. Each group selected a leader who received all wages and bought group provisions. The Chinese workers are credited for saving \$20 a month. Every night before supper, the Chinese workmen enjoyed hot baths in used powder kegs. Warm tea was available at the work site.

"Survey crews from both companies advanced far ahead of railroad construction. By the spring of 1868, Central Pacific surveyors staked a line east across Nevada and Utah into Wyoming. Union Pacific surveyed a line as far west as the California border.

"Grade construction followed the survey crews in advance of the track laying. Rivalry flared as both the Union Pacific and Central Pacific graders often worked side by side. This resulted in parallel grade construction between Monument Point and Ogden, Utah, and possibly into southwestern Wyoming. Officials of both railroad companies were optimistic that their line would receive the final right-of-way and the contracts and benefits included. Today parallel railroad grades are obvious and can be seen between Corrine, Utah, and Monument Point at the north end of the Great Salt Lake.

"With limited grade construction remaining for both railroads, Leland Stanford awarded a construction contract to Mormon Church leader Brigham Young. Amounting to more than \$2,000,000, Brigham subcontracted the work to prominent church members and ward bishops. Among them were Joseph Young, President Lorenzo Snow, Ezra T. Benson of Logan, Mayor Lorin Farr and Chauncey W. West of Ogden. Although disappointed that the railroad would follow a northerly course and bypass Salt Lake City, the Mormons were eager to see its completion.

"The contract called for construction of 200 miles of grade west from Ogden. Virtually all the earth moving was accomplished with hand tools and horse-drawn carts. Nitroglycerin was limited and blasting powder was used for large rock cuts.

"Records of Mormon construction camps are limited. Field investigations near Promontory Summit found architectural features diagnostic of grade and track laying camps. The authors . . . identified tent platforms and dugouts, some with masonry walls and fireplaces. West of the Promontory Mountains, efforts have failed to locate isolated grade construction and track laying camps other than those which later became railroad maintenance stations. This may be explained by the relatively flat terrain of the Great Salt Desert. Consequently grade construction moved rapidly and housing became less permanent.

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"During the final months of 1868, track-laying crews from the east and west began to converge on Utah. Officials from the Union and Central Pacific lobbied in Washington for approval of their rail line through Utah. Rivalry continued on both sides and as late as March of 1869, the approved route through Utah remained unclear. Finally on April 9, 1869, an agreement was reached. The Central Pacific and Union Pacific construction crews were to join rails at Promontory Summit. Ogden, Utah, would serve as the common terminus and junction of the two roads. In agreement, the Union Pacific would continue construction but the Central Pacific would pay for and own the rail line from Ogden to Promontory Summit.

"Although the route and ownership of the railroads were resolved, the spirit of competition between the Union Pacific and Central Pacific continued. Both companies raced to reach Promontory first.

"Earlier that year, Charles Crocker claimed that Central Pacific could lay ten miles of track in one day. Rival construction camps of the Union Pacific laughed at the boast. Legend states that Vice President Durant of the Union Pacific wagered \$10,000 that it could not be done. Crocker covered the bet and on April 28, 1869, the Chinese and a handful of Irishmen accomplished a feat that still challenges engineers today. A sign along the grade commemorates the race and laying 10 miles of track in one day.

"The Union Pacific met the Central Pacific on Promontory Summit, May 10, 1869, and the transcontinental railroad was completed. A nation previously divided by a "region of savages and wild beasts, deserts of shifting sands, and whirlwinds of dust" was now united. America obtained a network of communication and transportation that brought the nation together. The industrial revolution was accelerated. New markets were opened in the West for finished eastern products. Vast deposits of minerals, timber resources, and agricultural lands became accessible; the country was truly united.

"Accompanying the construction of the transcontinental railroad was the establishment of siding and section facilities. Each section station served a ten to twelve mile section of railway. The station housed work crews and equipment necessary to maintain and repair a specific portion of the railroad. An inventory of the Salt Lake Division of the railroad notes the original section stations built in 1869. These stations, Lucin, Bovine, Terrace, Matlin, Gravel Pit (Ombey), Kelton, Ten-Mile (Seco), Lake, and Rozel grew into active railroad centers.

"Chinese section gangs carried out maintenance work, and improvements to keep pace with deterioration and erosion. Culverts, bridges, and ties required constant attention and replacement. As locomotives grew in size and weight, section crews installed heavier rails. As rail traffic increased, water pipelines and holding tanks were installed, rebuilt or replaced.

"On March 17, 1884, the Central Pacific officially became the Southern Pacific Railroad Company. Soon 11 rail sidings were installed to keep pace with expanded settlement, commerce, and ranching. Sidings allowed trains to pass others that had stopped to load, unload, or take on water. By 1902 as many as ten trains per day (five each direction) travelled through northern Utah. With completion of the Lucin Cutoff in 1904, most transcontinental

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traffic began crossing the Great Salt Lake by trestle and merged with the Promontory Branch at Lucin. The new line, built by the Southern Pacific, was 40 miles shorter and eliminated the difficult grades of the Promontory Branch. Shortly after completion of the cutoff, the workmen, their families, and the support public, whose livelihood depended upon the railroad and the Promontory Branch, began leaving towns along that route. Only a few trains a week passed through." These serviced primarily the local ranchers and the occasional industry located along the nearby Great Salt Lake. The Salt Lake Potash Company and the Desert Salt Works are examples of industries that depended on the railroad. "In 1942, the rails were removed for steel in World War II and the ties were scavenged for fence posts and outbuildings by local ranchers. Today, the few people who travel the route are hunters, recreationists, and collectors.

"Original cadastral survey maps and documents from the Southern Pacific Railroad Company have proved invaluable for research of the facilities along the Promontory Branch. The integration of information from these sources, coupled with field investigations, made it possible to identify, locate, and date the operations for 28 stations along the abandoned railroad grade between Nevada and Promontory Summit.

"Railroad stations are distinguished by differences in function (section stations and freight sidings) and by dates of use. Section stations include the original stations built in 1869. These include historic Lucin, Bovine Terrace, Matlin, Gravel Pit (Ombey), Kelton, Ten-Mile (Seco), Lake, and Rozel. As the Central Pacific Railroad progressed eastward, sites for section stations were located and built upon. Some of the section stations correspond to end of track construction camps. Work crews would be left behind to build the section station as the vanguard of the railroad construction forces moved on to Promontory.

"Ten to twelve miles of track separate each section station. The stations contained the facilities and materials necessary to accommodate work crews responsible for maintenance of the ten to twelve mile section of track. Some of the tasks that section crews performed include maintenance and replacement of culverts and bridges, replacement of railroad ties and ballast, and installation of newer, heavier rails to accommodate ever larger locomotives. Water aqueducts, wells, and holding tanks required renewal and enlargement. Section stations were also the homes of locomotive engineers who often ran "helper" engines which aided freight-lade transcontinental trains over steep grades.

"The typical facilities at a section station included a section house, eating and sleeping accommodations, water tank, freight platform, light duty turntable (later replaced with a wye), a siding, and/or a spur. Terrace was the largest section station; in fact it served as the principal maintenance and repair outlet for the Promontory Branch.

"Freight sidings included Medea, Walden, Watercress, Red Dome, Romola, Peplin, Zias, Elinor, Nella, Monument, Centre, and Metataurus. Most of the freight sidings were installed around the turn of the century to accommodate the ever increasing rail traffic, population growth, and grazing industry.

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Railroad sidings at section stations as well as at freight stations allowed trains to pass others going in the opposite direction and those trains loading freight or taking on water. The facilities at a freight siding included a loading platform, train carbody, and a siding. There is no evidence that permanent populations inhabited freight sidings."¹

In addition to the structures and sites within this historic district, there are two other sites in Utah associated with the Central Pacific Railroad and the first transcontinental railroad. The Golden Spike National Historic Site contains the easternmost 3.8 miles of the Central Pacific Railroad Grade and the site of the actual meeting of the rails. It was designated a National Historic Landmark in 1966. It is adjacent to this historic district, but for administrative reasons was not included within the district boundaries at this time. The other associated site is the Ogden-Lucin Cutoff Trestle, a 12-mile wooden trestle across the Great Salt Lake. It was built in 1904 as a shortcut for the transcontinental railroad, eliminating 44 miles of extreme grades and curves found on the original route through the Promontory Mountains. It was listed in the National Register in 1972.

¹Anan S. Raymond and Richard E. Fike, Rails East to Promontory: The Utah Stations, Cultural Resource Series No. 8 (Salt Lake City: Utah State Office, Bureau of Land Management, 1981), pp. 3-27.

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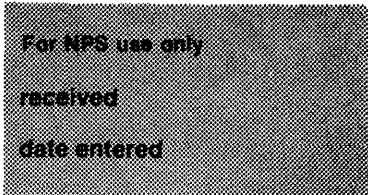
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10. Geographical Data

Verbal Boundary Description: The western boundary of the historic district commences at the point where the abandoned Central Pacific Railroad Grade joins the currently operating Southern Pacific Railroad Grade. That point, known as Umbria Junction, is located in the SW 1/4 of the NW 1/4 of Section 4, Township 7 North, Range 18 West, Salt Lake Base and Meridian. It is approximately 800 feet east and 1900 feet south of the NW corner of Section 4. From that point at the western boundary, the grade runs approximately 87 miles in an easterly direction to a point on the grade that serves both as the eastern boundary of this district and as the western boundary of the Golden Spike National Historic Site. That point is located in the NE 1/4 of the SW 1/4 of Section 22, Township 10 North, Range 7 West, and is approximately 2850 feet south and 2200 feet east of the NW corner of Section 22. The width of the historic district property is 400 feet centered on the grade and sidings, except for in those areas where the adjacent townsites extend farther out (those are noted below). Four hundred feet is the historic width of the right-of-way and is the boundary definition that is used for the easternmost three-mile section of the abandoned grade that has been designated as the Golden Spike National Historic Site. The entire grade is located in an uninhabited desert region, so there are virtually no unrelated adjacent structures upon which this relatively wide boundary infringes.

The 400-foot width includes all the significant resources associated with the grade, with the exception of two townsites that extend slightly beyond the side boundaries. The two townsites, Terrace and Kelton, are the largest along this segment of the grade. Terrace is located in the NW 1/4 of the NE 1/4 of Sec. 13, T 9 N, R 15 W. The site is approximately 2100 feet long and 1200 feet wide (centered on the grade), and its eastern boundary is approximately 1300 feet SW of the Terrace cemetery, as shown on the USGS map (Prohibition Springs Quad). Kelton is located in the Northern 1/4 of the NW 1/4 of Sec. 28 and the Southern 1/4 of the SW 1/4 of Sec. 21, T 12 N, R 11 W (Crocodile Mountain NE Quad). The site is approximately 2400 feet long and 700 feet wide (roughly centered on the grade), and its NW corner is approximately 230 feet east and 230 feet north of the NW corner of Section 28.

The Golden Spike National Historic Site, though adjacent to the district and associated with it historically, is not included in the district boundaries at this time for administrative reasons. Designated a National Historic Landmark in 1966, it is currently administered by the National Park Service. The site could be included in the boundaries of the historic district at a later date if the National Park Service so desires.

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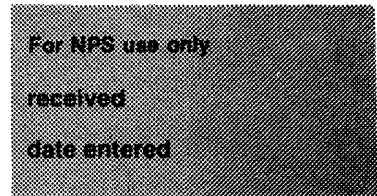
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The following listing of UTM coordinates for the historic district is by USGS topographic map from west to east. UTM points were plotted for the beginning and ending points of the abandoned grade, the beginning and ending points of the segments of the grade on each map, the points of directional change, and the corners of the major townsites and sidings along the route. Also marked on the map are the trestles and culverts that are part of the grade structure. These were numbered from west to east, but they were generally not given UTM coordinates.

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Note: All UTM coordinates are in Zone 12.

USGS 7.5' Lucin, UT

1. Umbria Junction	255,630 E	4,582,380 N
2. Umbria	256,280 E	4,582,160 N
3. bend	257,190 E	4,581,860 N
4. Historic Lucin NE	258,890 E	4,582,670 N
5. Historic Lucin SE	258,920 E	4,582,590 N
6. Historic Lucin NW	258,780 E	4,582,640 N
7. Historic Lucin SW	258,820 E	4,582,540 N
8. east edge of map	259,520 E	4,582,920 N

USGS 7.5' Pigeon Mountain, UT

9. west edge of map	259,520 E	4,582,920 N
10. north edge of map	261,950 E	4,584,085 N

USGS 7.5' Lucin NE, UT

11. south edge of map	261,950 E	4,584,090 N
12. Culvert #10	266,320 E	4,586,180 N
13. Medea NW	267,000 E	4,586,540 N
14. Medea SW	267,030 E	4,586,450 N
15. Medea SE	267,110 E	4,586,490 N
16. Medea NE	267,080 E	4,586,580 N
17. east edge of map	270,155 E	4,588,000 N

USGS 7.5' Bovine, UT

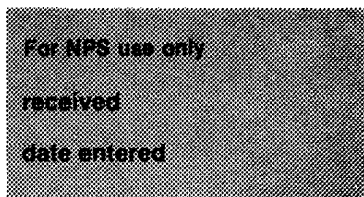
18. west edge of map	270,155 E	4,588,000 N
19. Bovine	274,550 E	4,590,110 N
20. east edge of map	280,770 E	4,593,080 N

USGS 7.5' Terrace Mountain West, UT

21. west edge of map	280,770 E	4,593,080 N
22. Walden NW	282,800 E	4,594,120 N
23. Walden SW	282,830 E	4,594,040 N
24. Walden SE	282,920 E	4,594,080 N
25. Walden NE	282,880 E	4,594,170 N
26. Culvert #39	283,590 E	4,594,450 N
27. Watercress NW	286,460 E	4,595,860 N

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28. Watercress SW	286,510 E	4,595,770 N
29. Watercress SE	286,760 E	4,595,900 N
30. Watercress NE	286,715 E	4,595,970 N
31. Trestle #29	287,010 E	4,596,070 N
32. north edge of map	289,230 E	4,597,130 N

USGS 7.5' Prohibition Spring, UT

33. south edge of map	289,230 E	4,597,130 N
34. Terrace NW	289,800 E	4,597,480 N
35. Terrace SW	289,960 E	4,597,230 N
36. Terrace SE	290,540 E	4,597,550 N
37. Terrace NE	290,320 E	4,597,820 N
38. Terrace Cemetary (off grade)	290,840 E	4,597,840 N
39. curve in grade	291,240 E	4,598,200 N
40. curve in grade	291,320 E	4,599,780 N
41. east edge of map	291,420 E	4,599,880 N

USGS 7.5' Red Dome, UT

42. west edge of map	291,420 E	4,599,880 N
43. curve in grade	292,080 E	4,600,040 N
44. curve in grade	292,620 E	4,600,360 N
45. Trestle #33	294,940 E	4,599,940 N
46. curve at point of mountains	296,700 E	4,599,360 N
47. Red Dome	297,480 E	4,600,120 N
48. Culvert #48	298,445 E	4,601,570 N
49. curve in grade	298,830 E	4,601,750 N
50. Culvert #50 (at curve)	299,430 E	4,602,570 N
51. Culvert #51	299,945 E	4,602,590 N
52. Trestle #35	300,650 E	4,602,800 N
53. east edge of map	301,940 E	4,603,050 N

USGS 7.5' Matlin, UT

54. west edge of map	301,940 E	4,603,050 N
55. Matlin Junction	303,335 E	4,603,315 N
56. Matlin NW	303,150 E	4,603,360 N
57. Matlin SW	303,180 E	4,603,260 N
58. Matlin SE	303,455 E	4,603,290 N
59. Matlin NE	303,420 E	4,603,420 N
60. Trestle #38	305,130 E	4,603,890 N
61. curve in grade	306,210 E	4,604,350 N
62. Trestle #40 (at curve)	306,790 E	4,604,390 N
63. Trestle #41	308,290 E	4,605,200 N
64. Romalo	310,190 E	4,606,520 N

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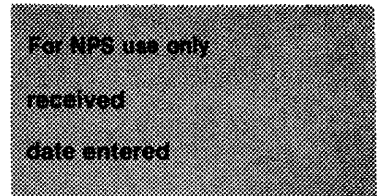
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65. Trestle #42	311,180 E		4,607,150 N	
66. east edge of map	312,480 E		4,607,600 N	
USGS 7.5' Hogup Bar, UT				
67. west edge of map	312,480 E		4,607,600 N	
68. Culvert #67 (at curve)	314,550 E		4,608,400 N	
69. north edge of map	315,155 E		4,610,305 N	
USGS 7.5' Peplin Flats, UT				
70. south edge of map	315,155 E		4,610,305 N	
71. curve in grade	315,285 E		4,610,800 N	
72. Ombey NW	315,020 E		4,611,370 N	
73. Ombey SW	315,140 E		4,611,080 N	
74. Ombey SE	315,220 E		4,611,100 N	
75. Ombey NE	315,100 E		4,611,400 N	
76. east end of wye	315,340 E		4,611,360 N	
77. curve	314,760 E		4,612,200 N	
78. Trestle #47	315,450 E		4,613,200 N	
79. Gravel Pit	315,560 E		4,613,260 N	
80. curve	316,080 E		4,613,370 N	
81. Culvert #72 (at curve)	316,750 E		4,612,630 N	
82. Culvert #73 (at curve)	317,420 E		4,612,750 N	
83. curve	317,710 E		4,612,730 N	
84. curve	317,970 E		4,613,020 N	
85. Peplin	319,640 E		4,614,880 N	
86. curve	320,600 E		4,616,300 N	
87. Culvert #82 (at curve)	320,410 E		4,617,170 N	
88. Culvert #83 (at curve)	320,840 E		4,618,295 N	
89. Trestle #51 (at easy curve)	321,850 E		4,619,220 N	
90. Zias	322,140 E		4,619,870 N	
91. Culvert #86 (at start of easy curve)	322,990 E		4,622,100 N	
92. east edge of map	323,290 E		4,622,600 N	
USGS 7.5' Crocodile Mountains NE, UT				
93. west edge of map	323,290 E		4,622,600 N	
94. Trestle #55 (in curve)	324,120 E		4,623,310 N	
95. Trestle #56 (in same curve)	324,380 E		4,623,410 N	
96. Kelton NW	324,410 E		4,623,580 N	
97. Kelton SW	324,470 E		4,623,400 N	
98. Kelton SE	325,200 E		4,623,440 N	
99. Kelton NE	325,220 E		4,623,650 N	

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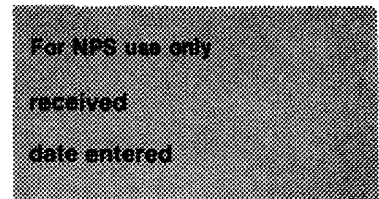
**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet	Item number	10	Page	6
100. east edge of map	328,790 E		4,623,850 N	
USGS 15' Kelton Pass, UT				
101. south edge of map	328,800 E		4,623,850 N	
102. east edge of map	333,720 E		4,624,310 N	
USGS 7.5' Monument Peak SW, UT				
103. west edge of map	333,720 E		4,624,310 N	
104. curve	334,040 E		4,624,325 N	
105. south edge of map	336,040 E		4,623,680 N	
USGS 7.5' Locomotive Spring, UT				
106. north edge of map	336,020 E		4,623,690 N	
107. middle of curve	341,460 E		4,621,660 N	
108. east edge of map	344,020 E		4,619,660 N	
USGS 7.5' Monument Point, UT				
109. west edge of map	344,020 E		4,619,660 N	
110. Junction (at curve)	345,680 E		4,618,400 N	
111. Monument Point (Monument)	346,600 E		4,618,240 N	
112. curve	347,940 E		4,619,120 N	
113. Culvert #90	349,190 E		4,619,410 N	
114. West Kosmo	351,060 E		4,619,590 N	
115. East Kosmo	352,070 E		4,619,660 N	
116. curve	353,280 E		4,619,550 N	
117. east edge of map	354,420 E		4,619,160 N	
USGS 7.5' Lake Ridge, UT				
118. west edge of map	354,420 E		4,619,160 N	
119. Bench Mark (BM) 4213	356,640 E		4,617,180 N	
120. Trestle #64	356,760 E		4,617,060 N	
121. 1st curve SE of East Lake	357,920 E		4,615,540 N	
122. 2nd curve SE of East Lake	357,820 E		4,615,240 N	
123. BM 4294	357,970 E		4,614,400 N	
124. curve SE of BM 4349	357,680 E		4,611,780 N	
125. BM 4478	357,800 E		4,609,850 N	
126. south edge of map	358,100 E		4,609,320 N	

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10

Page

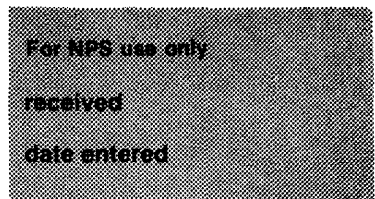
7

USGS 7.5' Roze1, UT

127. north edge of map	358,100 E	4,609,330 N
128. curve N of BM 4551	358,390 E	4,608,580 N
129. 1st curve S of BM 4551	358,260 E	4,607,900 N
130. 2nd curve S of BM 4551	358,300 E	4,607,380 N
131. curve S of BM 4590	358,900 E	4,606,520 N
132. curve SE of BM 4625	360,300 E	4,606,020 N
133. curve E of BM 4625	360,740 E	4,606,150 N
134. BM 4593	362,660 E	4,605,120 N
135. 1st curve S of BM 4593	362,680 E	4,605,060 N
136. 2nd curve SE of BM 4593	362,740 E	4,605,060 N
137. 1st curve S of BM 4633	363,720 E	4,604,200 N

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Page 8

LEGAL DESCRIPTION OF CPRR GRADE by USGS QUAD
with ownership

7.5' Lucin, UT

T 7N R 18W	Sec. 4	NW 1/4	BLM
	Sec. 4	NE 1/4	CPRR
	Sec. 4	N 1/2, SE 1/4	BLM
	Sec. 3	entire	CPRR
	Sec. 2	entire	State
T 8N R 18W	Sec. 35	grade only	CPRR (BLM other)

7.5' Pigeon Mtn, UT

T 8N R 18W	Sec. 35	grade only	CPRR (BLM other)
	Sec. 36	entire	State
T 8N R 17W	Sec. 31	S 1/2, NW 1/4	CP Land Co.
	Sec. 31	N 1/2, N 1/2	Robertson

7.5' Lucin NE, UT

T 8N R 17W	Sec. 31		see above
	Sec. 30	entire	BLM
	Sec. 29	grade only	CPRR (Warburton other)
	Sec. 28	entire	BLM
	Sec. 21	grade only	CPRR (BLM other)
	Sec. 22	entire	Chournos L & L
	Sec. 23	grade only	CPRR (Chournos other)
	Sec. 14	entire	BLM

7.5' Bovine, UT

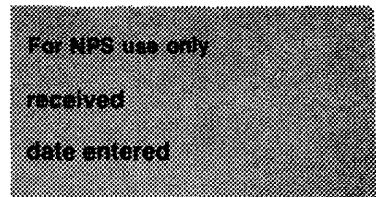
T 8N R 17W	Sec. 13	grade only	CPRR (Chournos other)
T 8N R 16W	Sec. 18	entire	BLM
	Sec. 7	grade only	CPRR (Chournos other)
	Sec. 8	entire	BLM
	Sec. 9	grade only	CPRR (Chournos other)
	Sec. 4	entire	State
	Sec. 3	grade only	CPRR (Chournos other)
	Sec. 2	entire	State
T 9N R 16W	Sec. 34	entire	Chournos L & L
	Sec. 36	entire	State

7.5' Terrace Mtn West, UT

T 9N R 16W	Sec. 36		see above
T 9N R 15W	Sec. 31	entire	Chournos
	Sec. 30	entire	Chournos
	Sec. 29	NW 1/4, SW 1/4	BLM
	Sec. 29	S 1/2, NW 1/4	Chournos
	Sec. 29	SW 1/4, NE 1/4	BLM
	Sec. 29	N 1/2, NE 1/4	Chournos
	Sec. 28	entire	BLM

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Sec. 21	entire	Chournos
Sec. 22	entire	BLM
Sec. 23	entire	BLM
Sec. 14	entire	BLM

7.5' Prohibition Spring, UT

T 9N R 15W	Sec. 14		see above
	Sec. 13	NW 1/4, SW 1/4	Spano
	Sec. 13	SW 1/4, NW 1/4	Spano
	Sec. 13	remainder	BLM
	Sec. 12	entire	BLM
	Sec. 1	entire	BLM

7.5' Red Dome, UT

T 9N R 14W	Sec. 6	entire	BLM
	Sec. 5	entire	Kunzler
	Sec. 4	entire	BLM
	Sec. 9	entire	Kunzler
	Sec. 10	entire	BLM
	Sec. 3	E 1/2	Dana College
	Sec. 2	entire	State
T 10N R 14W	Sec. 35	SW 1/4 & E 1/2	Phx Christian HS
	Sec. 36	entire	State
T 10N R 13W	Sec. 31	grade only in NW 1/4	SP Co. (Beckhuson other)
	Sec. 30	entire	BLM

7.5' Matlin, UT

T 10N R 13W	Sec. 30		see above
	Sec. 29	SW 1/4	SP Co.
	Sec. 29	SE 1/4	Beckhuson
	Sec. 28	entire	BLM
	Sec. 27	entire	Beckhuson
	Sec. 22	entire	BLM
	Sec. 23	grade only	SP Co (Beckhuson other)
	Sec. 24	entire	BLM
	Sec. 13	grade only	SP Co (Beckhuson other)
T 10N R 12W	Sec. 18	entire	BLM

7.5' Hogup Bar, UT

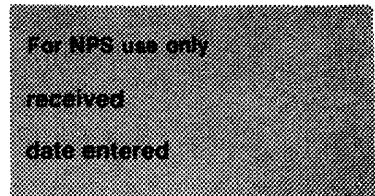
T 10N R 12W	Sec. 17	entire	H-U Grazing
	Sec. 7	entire	H-U
	Sec. 8	entire	BLM
	Sec. 9	entire	H-U
	Sec. 4	entire	BLM

7.5' Peplin Flats

T 10N R 12W	Sec. 4		see above
T 11N R 12W	Sec. 33	entire	Young

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Continuation sheet Item number 10 Page 10

Sec. 28	entire	BLM
Sec. 27	entire	Young
Sec. 26	entire	Young
Sec. 23	grade only	SP Co (Young other)
Sec. 24	entire	Young
Sec. 13	entire	CPRR
Sec. 12	entire	BLM

T 11N R 11W	Sec. 7	SW 1/4, NW 1/4	Hoglund
	Sec. 7	NW 1/4, NW 1/4	Alden
	Sec. 7	SW 1/4, NE 1/4, NW 1/4	Spencer
	Sec. 7	NW 1/4, NE 1/4, NW 1/4	Phillips
	Sec. 7	NE 1/4, NE 1/4, NW 1/4	Vannoy
	Sec. 6	entire	BLM

7.5' Peplin Flats, UT (cont)

T 12N R 11W	Sec. 31	entire	BLM
	Sec. 32	entire	State
	Sec. 29	entire	CPRR

7.5' Crocodile Mtn NE, UT

T 12N R 11W	Sec. 29		see above
	Sec. 28	entire	BLM
	Sec. 21	S 1/2, SW 1/4	Walker
		(except .42 acres in Kelton - Fehlman)	
	Sec. 21	SE 1/4	BLM
	Sec. 22	entire	BLM
	Sec. 23	entire	BLM

15' Kelton Pass, UT

T 12N R 11W	Sec. 23		see above
	Sec. 24	entire	BLM
T 12N R 10W	Sec. 19	entire	BLM
	Sec. 20	entire	BLM

7.5' Monument Peak SW, UT

T 12N R 10W	Sec. 20		see above
	Sec. 21	entire	BLM
	Sec. 22	entire	BLM

7.5' Locomotive Springs, UT

T 12N R 10W	Sec. 27	entire	BLM
	Sec. 23	entire	BLM
	Sec. 26	entire	BLM
	Sec. 25	entire	BLM
T 12N R 9W	Sec. 30	entire	BLM
	Sec. 31	entire	BLM
	Sec. 32	entire	State

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date entered

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Item number

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T 11N R 9W	Sec. 33	entire	BLM
	Sec. 4	entire	BLM
	Sec. 5	entire	BLM

7.5' Monument Point, UT

T 11N R 9W	Sec. 4		see above
	Sec. 3	entire	Holmgren
	Sec. 10	entire	BLM
	Sec. 2	entire	State
	Sec. 1	entire	Morton-Norwich
T 11N R 8W	Sec. 6	entire	M-N
	Sec. 5	entire	M-N
	Sec. 4	N 1/2, NW 1/4	BLM
	Sec. 4	SE 1/4, NE 1/4	M-N
	Sec. 4	S 1/2, NE 1/4	BLM
	Sec. 4	NE 1/4, SE 1/4	M-N

7.5' Lake Ridge, UT

T 11N R 8W	Sec. 4		see above
	Sec. 3	entire	Holmgren
	Sec. 10	entire	BLM
	Sec. 11	entire	Connor Cattle
	Sec. 14	entire	BLM
	Sec. 23	entire	Connor
	Sec. 26	entire	BLM
	Sec. 35	entire	Connor
T 10N R 8W	Sec. 1	entire	Hunter

7.5' Rozel, UT

T 10N R 8W	Sec. 1		see above
T 10N R 7W	Sec. 6	N 1/2	Hunter
	Sec. 6	S 1/2	Christensen
	Sec. 7	entire	Hunter
	Sec. 18	N 1/2	DeFlon
	Sec. 17	entire	Garn Farms
	Sec. 16	entire	Garn, Darvel
	Sec. 21	entire	Swan
	Sec. 22	NW 1/4, NW 1/4	Keller Corp.
	Sec. 22	SW 1/4, NW 1/4	Swan
	Sec. 22	SE 1/4, NW 1/4	Keller Corp.
	Sec. 22	SW 1/4	Swan
	Sec. 22	SE 1/4	Keller Corp.
	Sec. 27	entire	Keller Corp.
	Sec. 26	entire	Keller Corp.
	Sec. 25	entire	Keller Corp.
	Sec. 24	south of grade	Keller Corp.
	Sec. 24	north of grade	Whitaker

The Transcontinental Railroad 1869

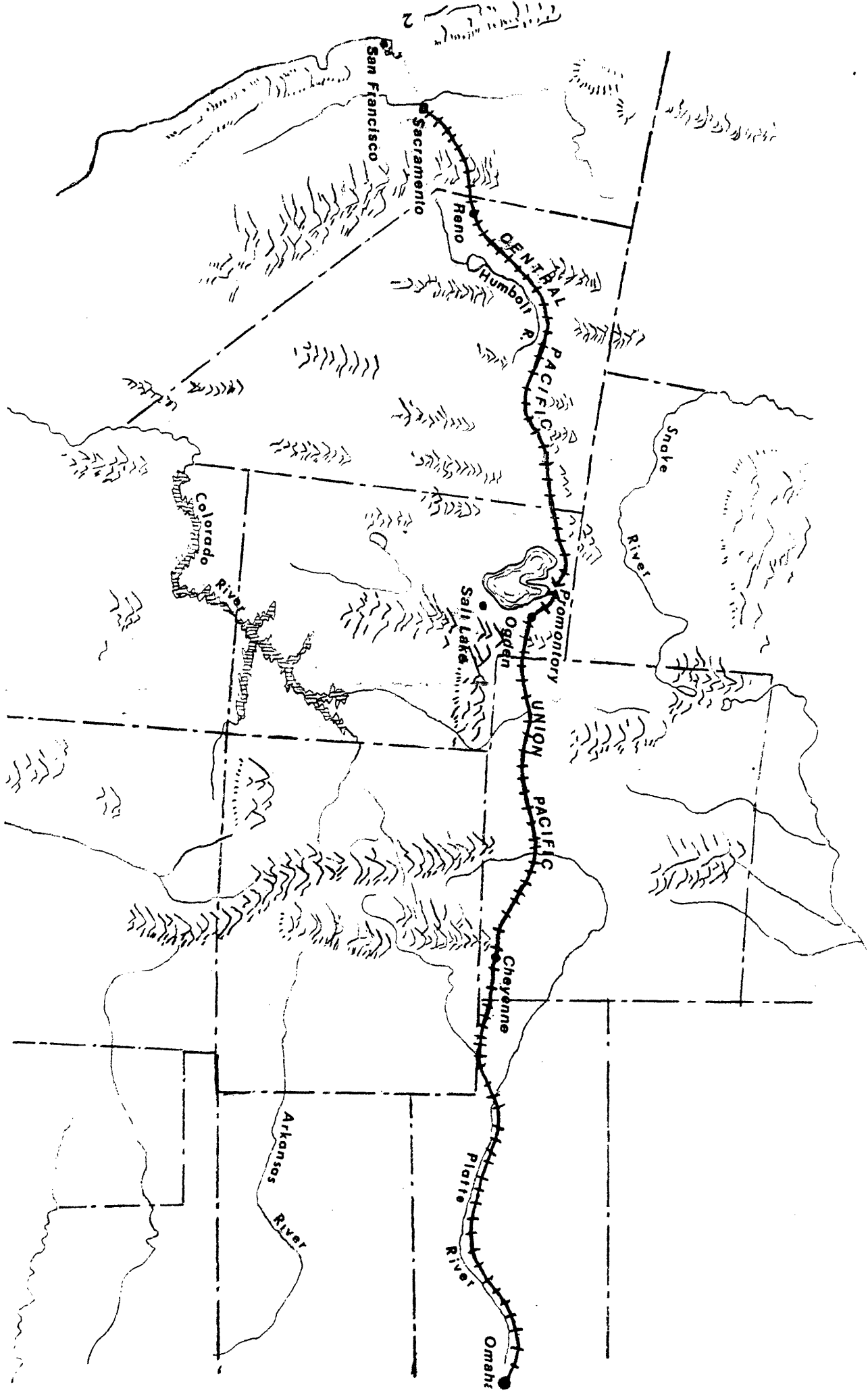


Figure : The First Transcontinental Railroad in 1869 (rendered from Utley 1960)

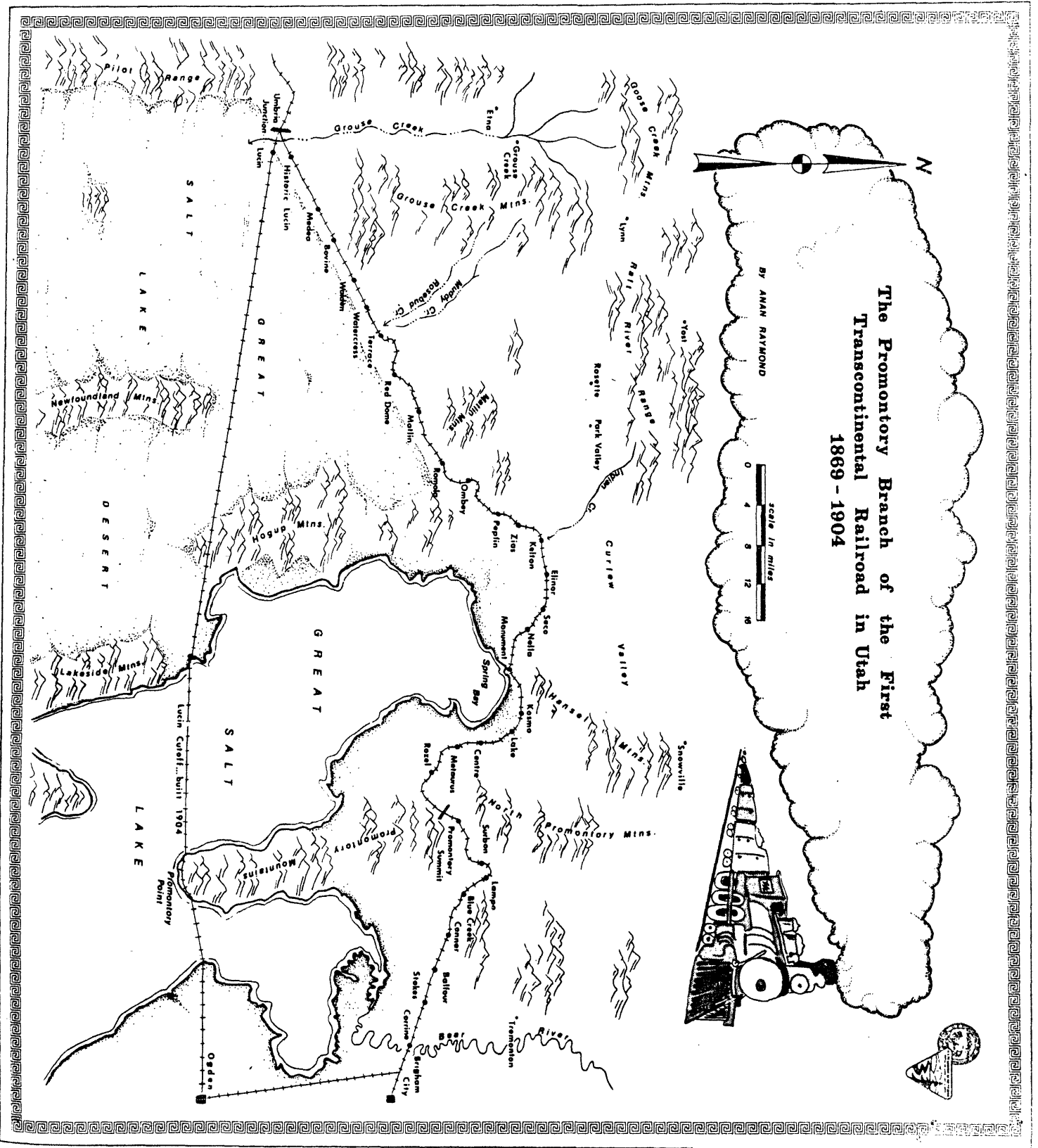
Central Pacific Railroad Grade Historic District
Box Elder County, Utah

Map of Transcontinental Railroad

Photocopied from Raymond & Fike, Rails East to Promontory: The Utah Stations
(Salt Lake City: BLM, 1981) p. 2

Figure 1 of 18

Figure 1: The Promontory Branch of the Transcontinental Railroad, 1869-1904.

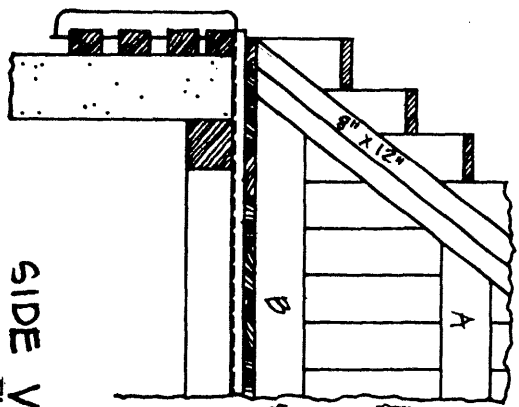


Central Pacific Railroad Grade Historic District
Box Elder County, Utah

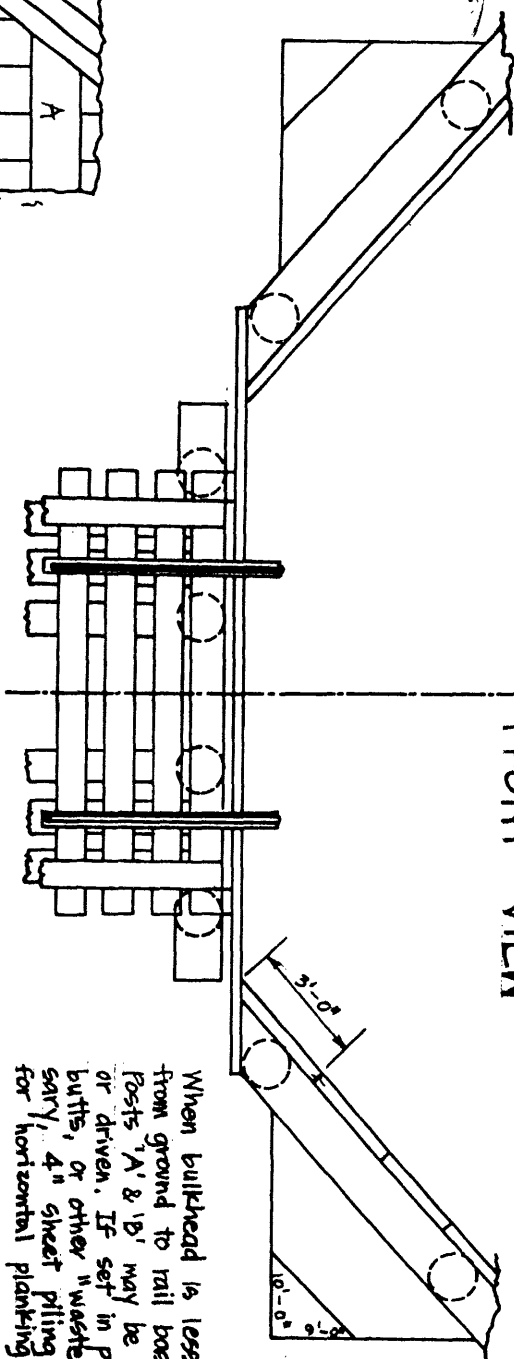
Map of Promontory Branch
(only major transits and stations shown)

Map courtesy of BLM
Photocopied from Raymond & Fike, Rails East to Promontory: The Utah Stations
(Salt Lake City: BLM, 1981) p. 26

Figure 2 of 18



SIDE VIEW



FRONT VIEW

TOP VIEW

When bulkhead is less than 7 feet high from ground to rail base, omit wing piles. Posts 'A' & 'B' may be either set in place or driven. If set in place, use pile tips, butts, or other "waste" timber. When necessary, 4" sheaf piling is to be substituted for horizontal planking.

WINGED BULKHEAD
FOR STRINGER TRESTLE
SOUTHERN PACIFIC CO.
COMMON STANDARDS
SCALE: 1/4" = 1'-0"

Figure 1 (Rendered from Southern Pacific Common Standards 1896, courtesy of Southern Pacific)

12-1-96

Central Pacific Railroad Grade Historic District
Box Elder County, Utah

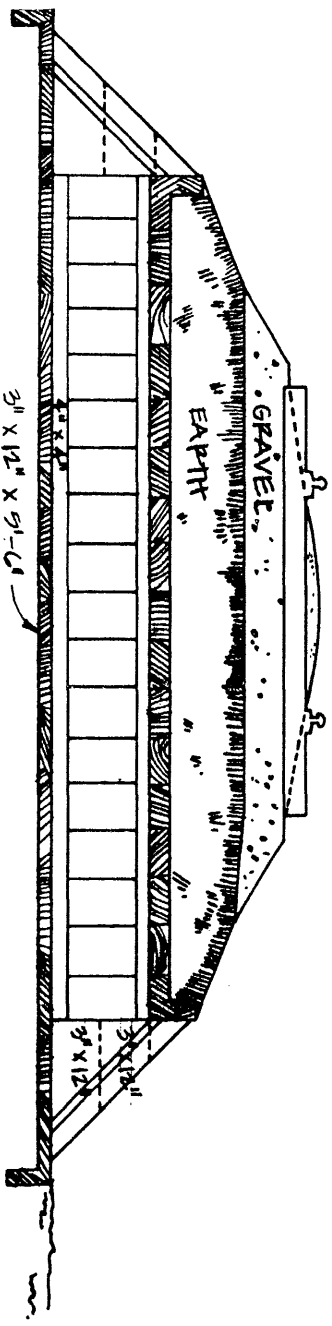
Trestle Drawing and Specifications

Drawing based on Southern Pacific Railroad records
Photocopied from Raymond & Fike, Rails East to Ponytown: The Utah Stations
(Salt Lake City: BLM, 1981), p. 108

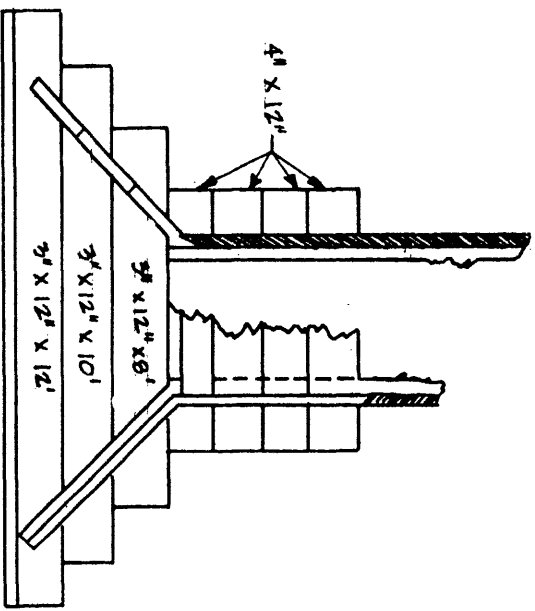
Figure 8 of 18

CREOSOTED BOX CULVERT
 SOUTHERN PACIFIC CO.
 COMMON STANDARDS
 SCALE: 1/2" = 1'-0"

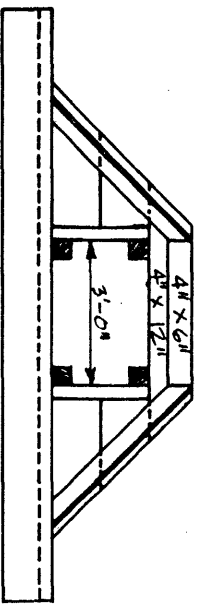
3-24-96



SECTION OF BOX



PLAN OF END



END VIEW

Figure : (Rendered from Southern Pacific Common Standards
 1896, Courtesy of Southern Pacific)

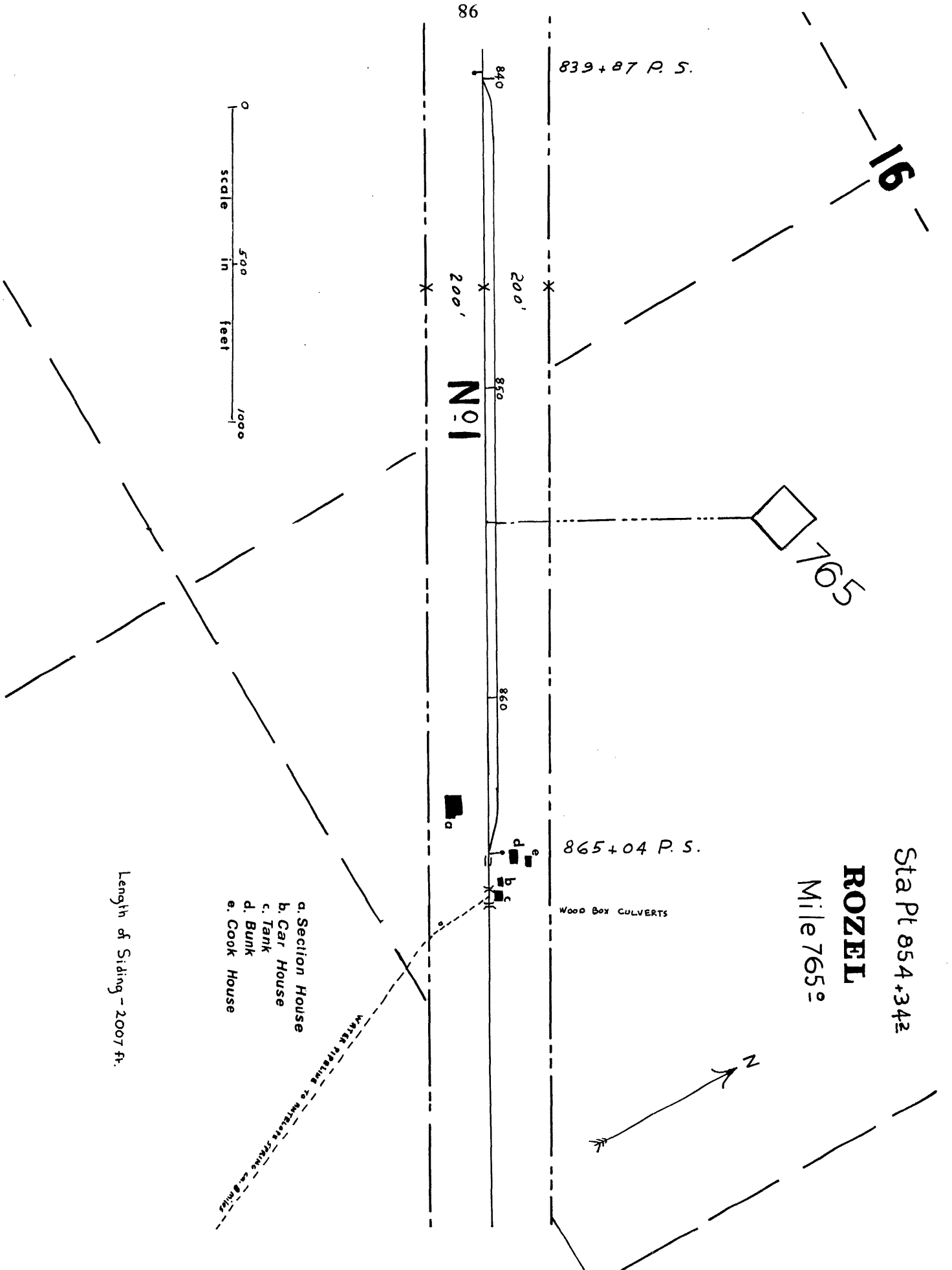
Central Pacific Railroad Grade Historic District
Box Elder County, Utah

Current Drawing and Specifications

Drawing based on Southern Pacific Railroad Records
Photo copied from Raymond & Fike, Rails East to Promontory: The Utah Stations
(Salt Lake City: BLM, 1981), p. 110.

Figure 9 of 18

Figure : Rozel section station (compiled from Southern Pacific station plans and track plans).



Central Pacific Railroad Grade Historic District
Box Elder County, Utah

Rozel section station (historic configuration)

Drawing based on Southern Pacific Railroad records

Photo copied from Raymond E. Fike, Rails East to Promontory: The Utah Stations
(Salt Lake City: BLM, 1981), p. 98

Figure 13 of 18

BOVINE.

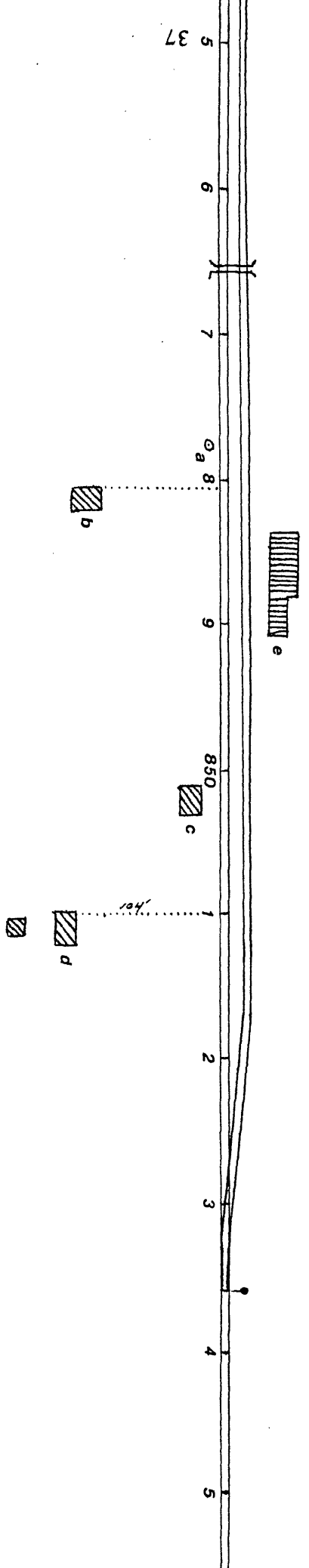
Mile 691.6

Sta. Pt. 848+75.5

Scale 100 feet to 1 inch.

X 200'

X 200'



- a. Tank,
- b. Section House,
- c. Car House,
- d. Chinamen House,
- e. Freight Platform.

Length of Siding 1894 feet extended east & west 15 feet May 1883.

Figure : Bovine section station (compiled from Southern Pacific station plans).

Central Pacific Railroad Grade Historic District
Box Elder County, Utah

Bovine section station (historic configuration)

Drawing based on Southern Pacific Railroad records
Photocopied from Raymond and Fike, Rails East to Ponytown: The Utah Stations
(Salt Lake City: BLM, 1981), p. 37

Figure 14 of 18