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NPS Form 10-900
(Oct. 1990) Utah WordPerfect 5.1 Format (Revised Feb. 1993)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Transcontinental Railroad Grade

other names/site number

2. Location

street & number N/A not for publication

city or town 6 miles west of Corinne N/A vicinity

state Utah code UT county Box Elder code 003 zip code 84307

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ✓ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ✓ meets ___ does not meet the National Register criteria. I recommend that this property be considered significant ✓ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

John G. Douglas 10/26/94
Signature of certifying official/Title Date

Preservation Officer, Bureau of Land Management, DOI
State or Federal agency and bureau

In my opinion, the property x meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Wilson M. Martin DSHPO 6/20/94
Signature of certifying official/Title Date

Utah Division of State History, Office of Historic Preservation
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register.
___ See continuation sheet.
___ determined eligible for the National Register.
___ See continuation sheet.
___ determined not eligible for the National Register.
___ removed from the National Register.
___ other, (explain:)

for Signature of the Keeper — Date of Action

Antoinette J. Lee — 12/8/94

Transcontinental Railroad Grade
Name of Property

Box Elder County, Utah
City, County, and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

___ private
___ public-local
___ public-State
_x_ public-Federal

Category of Property
(Check only one box)

___ building(s)
___ district
___ site
_x_ structure
___ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other WOOD
STONE: limestone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

_X_ See continuation sheet(s) for Section No. 7

Transcontinental Railroad Grade
Name of Property

Box Elder County, Utah
City, County, and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" on one or more lines for the criteria qualifying the property for National Register listing.)

_x_ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

___ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

_x_ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" on all that apply.)

Property is:

___ A owned by a religious institution or used for religious purposes.

___ B removed from its original location.

___ C a birthplace or grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

___ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1869-1942

Significant Dates

1869, 1872, 1882

1903

1942

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

_X_ See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
_X_ recorded by Historic American Engineering Record # UT-64

Primary location of additional data:

___ State Historic Preservation Office
___ Other State agency
_X_ Federal agency (BLM)
___ Local government
___ University
___ Other

Name of repository:

_X_ See continuation sheet(s) for Section No. 9

Transcontinental Railroad Grade
Name of Property

Box Elder County, Utah
City, County, and State

10. Geographical Data

Acreage of property 655 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
A	1/2	3/7/9/5/6/5	4/6/1/4/0/0/0	B	1/2	3/8/3/7/6/5	4/6/0/9/1/6/0
C	1/2	3/8/3/7/7/0	4/6/0/8/2/9/0	D	1/2	3/8/5/4/6/0	4/6/0/7/6/4/0

Verbal Boundary Description
(Describe the boundaries of the property.)

The western boundary of this property abuts the east boundary of the Golden Spike National Historic Site in the SW 1/4 of Section 20, T11N, R5W, Salt Lake Meridian. The eastern boundary is at the quarter-section line between the east and west halves of Section 30, T10N, R3W, SLM, just east of Stinking Springs and 6 miles west of the town of Corinne. The property extends 200 feet from the centerline of the grade in both directions.

___ See continuation sheet(s) for Section No. 10

Boundary Justification
(Explain why the boundaries were selected.)

The 400' r.o.w. is the original railroad r.o.w. managed by the Southern Pacific Railroad and deeded to the BLM in April 1992. The west boundary is the boundary with Golden Spike National Historic Site. The east boundary represents the east end of the portion of abandoned grade where ownership is undisputed and railroad features are undisturbed by agricultural activity.

___ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Gail VanMoorleghem, Volunteer, Cultural Resources Program
organization Bureau of Land Management, Salt Lake District Office date May 1994
street & number 2300 W. 2370 S. telephone (801)977-4300
city or town Salt Lake City state UT zip code 84119

Additional Documentation

Submit the following items with the completed form:

- **Continuation Sheets**
- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and/or properties having large acreage or numerous resources.
- **Photographs:** Representative **black and white photographs** of the property.
- **Additional items** (Check with the SHPO or FPO for any additional items.)

Property Owner

name Bureau of Land Management, Salt Lake District Office
street & number 2300 W. 2370 S. telephone (801) 977-4300
city or town Salt Lake City state UT zip code 84119

Geographical Data

E	1/2 Zone	3/8/5/5/4/0 Easting	4/6/0/7/6/6/0 Northing	F	1/2 Zone	3/9/3/8/7/5 Easting	4/6/0/3/5/7/5 Northing
G	1/2	3/9/3/8/7/5	4/6/0/3/5/7/5	H	1/2	3/9/7/1/3/0	4/6/0/3/0/5/0

Verbal Boundary Description: The western boundary of the Transcontinental Railroad Grade Segment commences at the point where the Golden Spike Historic District ends. That point is located in the SW 1/4 of Section 20, T11N, R5W, Salt Lake Meridian. The eastern boundary is at the quarter section line between the east and welt halves of Section 30, T10N, R3W, SLM, at the portion of the abandoned grade where ownership is undisputed.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Narrative Description

This section of the Transcontinental Railroad Grade consists of an abandoned 13.5 mile segment of the original 1869 grade of the first transcontinental railroad. The primary grade, 11 trestles, and 21 culverts were initially built in 1869. The raised grade is formed of packed and well-settled dirt with a coating of cinders on the sides. The surface in most areas is firm with ruts present in some areas. The grade is still clearly visible and, as an abandoned segment that has not been continually upgraded over the years, retains its integrity.

The 11 trestles were originally constructed wholly or partially of redwood railroad ties and stringers, with woods of other types filling in where redwood was not available. The trestles are constructed of vertical round support beams with a roadbed of railroad ties topped with flat stringers. Two trestles are completely washed out; 6 are in various states of deterioration with some or all stringers missing; 3 are in good condition.

Of the 21 culverts, four types are present: (1) round winged redwood culverts, (two present); (2) square winged wooden culverts (two present); (3) stone masonry culverts (sixteen present); and (4) culverts that have been completely replaced by modern materials (one present).

The round winged redwood culverts are formed of long redwood slats fitted like barrel staves to make a long cylinder for draining water. This type of culvert is quite rare: in the 103.5 miles of abandoned railroad grade managed by BLM between Stinking Springs and the Nevada border, three round wooden culverts are present, and two of them are located in the eastern 13.5 mile segment covered by this nomination. Of these two culverts, one is in excellent condition and one is supported on one side but badly unsupported on the opposite side where the grade is eroding away.

The two square wooden winged culverts are in good condition. These are similar to the round culverts except that the drainage hole is in the shape of a wooden box with the ends open.

The stone culverts are formed of large blocks of local dry-laid stone masonry, usually with a large lintel stone holding the weight of the grade. Of the 16 stone culverts, 5 are in good condition, 7 are completely or partially collapsed, 3 collapsed culverts remain in the form of scattered masonry debris with the culverts themselves having been replaced by modern pipes, and 1 was almost entirely submerged at the time the inventory was done.

One additional culvert has been completely replaced by 2 modern pipes and no signs of the original culvert remain.

x See continuation sheet

Considerable repair and reconstruction of the trestles and culverts has taken place since they were originally constructed; however, there is little evidence that they were remodeled until some culverts were completely replaced during the past 20 or so years. The repairs kept the trestles and culverts structurally sound and capable of supporting a working railroad until 1942. The Central Pacific apparently found it necessary to essentially rebuild this portion of the route after they acquired it in late 1869. This is partially supported by Morris' description of the railroad grade between Lampo Junction and Ogden.[1] Also, Southern Pacific Transportation Company bridge reports on seven trestles in the area show that five were reconstructed just after they acquired the line in 1872 and two others in 1882. These newer trestles were built to replace the original inadequate trestles built by the Union Pacific.[2]

After the Lucin Cutoff Trestle was built in 1903, the Promontory Route, or "Old Line" as it was often called, continued to act as a backup route in case of flooding along the lake route. It serviced wheat farmers along the Promontory Route and continued to service the still operative telegraph line which parallelled that line.[3] In the early 1940s the need for iron and steel in the war effort prompted the government to approach the Southern Pacific Transportation Company, which had absorbed the Central Pacific Railroad in 1884, about donating the rails, spikes and tie plates to the war effort.[4] They agreed, and in the first seven days of July 1942, the railroad tore up 123 miles of line between Corinne and Lucin.[5] Interestingly, up until 1942 the railroad, with very little traffic, continued to regularly maintain the structures and grade on the Promontory Route. The 1941 Bridge Inspection Book shows that ties and trestle components were replaced on the line through the middle 1930s and even into 1941.[6]

The Blue Creek Inventory was completed by the Bureau of Land Management, Salt Lake District Office, in July 1992, encompassing the area from Stinking Springs to Golden

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[1]U.S. Congress, House of Representatives, Letter from the Secretary of the Interior, Condition of the Union Pacific Railroad, p.7.

[2]Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Book, 1920, on file at the Southern Pacific Transportation company, San Francisco, California, p.253; Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Book, 1941, on file at the Southern Pacific Transportation Company, San Francisco, California, p.418-419.

[3] Stephen L. Carr and Robert W. Edwards, Utah Ghost Rails, p. 15; CSC, Trestles: Golden Spike National Historic Site, Preservation Plan, p.3.

[4]Stephen L. Carr and Robert W. Edwards, Utah Ghost Rails, Salt Lake City; Western Epics, 1989, p.15.

[5]Ibid.

[6]Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Book, 1941, pp. 418-419.

Spike National Historic Site. This inventory documented the condition of all culverts and trestles along the 13.5 mile portion of the grade, as well as recent disturbance to the grade in the form of power lines, roads, and fences that cross the grade, and places where original culverts have been replaced. Fourteen such recent developments were documented along this 13.5 mile stretch. Remaining structures including culverts and trestles are generally in bad to poor condition with a few being in good condition. Two high pressure gas pipelines have been built into the grade and hang from the trestles along eight miles of the railroad grade. The pipeline is maintained by Chevron Oil Company. The grade is currently used for limited motor vehicle access to wetlands managed by BLM and the Utah State Division of Wildlife Resources. In the western area the grade appears as a low linear mound obscured by tall sagebrush and grasses. There are areas where the original grade has either settled or been graded, as it is 6-12" below the level of the trestles. With these few exceptions the grade is in nearly original condition.

___ See continuation sheet

Narrative Statement of Significance

The Transcontinental Railroad Grade Segment, built as part of the original transcontinental railroad system in 1869, is significant because of its depiction of the development of America during the nineteenth century. The completion of the Transcontinental Railroad on May 10, 1869 is one of the nation's greatest accomplishments that effected one of the most monumental impacts on America's development. In an effort to expedite the building of the Transcontinental Railroad, economic incentive was given to the railroad companies, initiating a period of rapid construction. This abandoned portion of the original railroad grade is physical evidence of the country's enthusiastic undertaking to connect the east with the west, an undertaking that resulted in the strengthening of the country's political and economic ties. It illustrates the competitive nature of the construction process surrounding this endeavor because this section of the Union Pacific Railroad line parallels the one originally built by the Central Pacific Railroad. This portion of the Transcontinental Railroad Grade is linked to the Golden Spike Historic Landmark and the Central Pacific Railroad Grade Historic District. The grade, culverts, and trestles within this 13.5 mile segment have retained their structural and visual integrity. This linear structure, in addition to its significance because of its association with events that have made a contribution to the broad patterns of our history, it is significant because it is likely to yield further important information. The people who worked on this grade have left behind traces that may lead to further discoveries about the history of America's western expansion.

The Transcontinental Railroad

The construction of the Transcontinental Railroad is one of the most written about sagas in American history. A feat of such magnitude was unimaginable at the time, but it was a vital effort needed to physically bind the still-young nation together and permanently solidify its territory. The history of the Pacific Railroad (as it was originally called) development and construction began in the 1820s, about the time the first network of canals was completed in the eastern United States. During this period railroads began to spread throughout the East. By the 1850s they had spread into the Midwest and Mississippi River. The desire to continue the expansion and to eventually span the continent with a Pacific Railroad grew and eventually became a great public debate.[7]

The desire was not all grounded in the desire to connect the two parts of the country, rather promoters of such a railroad were primarily interested in and vocal

[7]Robert M. Utley, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah (Golden Spike National Historic Site), United States Department of the Interior, National Park Service Region Three, Santa Fe, New Mexico. February 1960, p.1.

about its commercial importance, even beyond this continent. As historian Robert Utley Notes:

> The settlement of the Oregon question in 1846, the discovery of gold in California in 1848, and the admission of California to statehood in 1850 swelled the population of the Pacific Coast. With commerce almost wholly dependent upon the long, slow journey around Cape Horn or across the Isthmus of Panama, both East and West foresaw a large and lucrative trade speeding by rail across the continent.[8]

The proponents saw the potential for diverting much of the Europe to Asia trade from ship to rail, but the most coveted objective was trade with China, Japan and other Asian areas.[9]

For the United States government these reasons were good, but most important in its final decision to actively promote and financially support this project were its potential effects upon domestic political and economic matters. From the government's perspective the railroad had the potential to more quickly end hostility with the American Indians and significantly reduce the expense and speed up transportation of mail and government supplies.[10] In addition, the outbreak of the Civil War in 1861 made it clear that the bonds between California and the Union needed to be strengthened. Also, the Trent Affair, which almost caused another war between the United States and England, revealed the defenseless condition of the Pacific Coast.[11] Though the construction of the Suez Canal in 1869 destroyed the potential value of the U.S. as a rail bridge for trade between Europe and Asia, the railroad was to fulfill all of its other expectations and more.

The real efforts to initiate construction began in the 1840's with promotion by a New York merchant in the China trade named Asa Whitney.[12] His obsession with this project led him to write articles, lecture and talk with influential politicians. By the 1850's most nationally prominent politicians were in favor of such a plan

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[8]Ibid.,p.2.

[9]Sidney Dillon, Historic Moments: Driving the Last Spike of the Union Pacific, Scribner's Magazine, XII, 2 (August), 1892, p.254.

[10]Robert M. Utley, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah, p.3.

[11]Ibid.

[12]Margaret L. Brown, "Asa Whitney and His Pacific Railroad Campaign", Mississippi Valley Historical Review, XX, 2, September 1933, pp.203-224; John Debo Galloway, C.E., The First Transcontinental Railroad, New York: Dorset Press, 1889, p.32.

with a measure of federal aid. But agreement could never be reached on an eastern terminus, a problem which was compounded by the lack of information about the merits of the different possible routes that could be used.[13] This led to series of fairly comprehensive Pacific Railroad surveys carried out by the Army Engineers between 1853 and 1855. The results of these surveys (two northern and two southern routes) were politically objectionable to both the Northerners and the Southerners. Thus, the issue remained unresolved. It took the Civil War, which removed the southern objections to a northern route, strong lobbying by Theodore Judah, a California railroad engineer, and many eastern promoters to convince a beleaguered Congress to pass a bill in 1862 throwing the support of the United States government behind the effort.[14] President Lincoln supported the effort and signed the bill into law on July 1, 1862. This act authorized the Central Pacific Railroad and Union Pacific Railroad and Telegraph Company to build the railroad from Omaha to Sacramento.

Construction of the railroad began in Sacramento on January 8, 1863 and in Omaha on December 2, 1863. The initial construction efforts were pathetic. The Civil War sent supply rates soaring and limited available labor in addition to drying up capital investment potential. By February 1864 only 18 miles of rail had been laid in California and none were laid out in Omaha until the spring of 1865. The adverse conditions of the time forced the railroads to ask for further assistance from the government, a request which was granted in the form of the Act of 1864. This act virtually doubled the resources available to the companies and insured the project's completion.[15]

Between the years of 1864 and 1869 a total of 1,775 miles of rail were laid to complete the railroad link across the continent. This effort was perhaps the largest single construction project ever undertaken within the country. The task laid before both railroads was enormous, both logistically and financially. Following is a very brief chronology and description of the construction efforts, the obstacles faced and the solutions found to overcome them.

Despite the fact that the U.S. Government offered lucrative subsidies, these covered only half of the necessary capital needed to build the railroad. As a result, private investment was critical for both the Union Pacific and Central Pacific

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[13]John Debo Galloway, C.E., The First Transcontinental Railroad,pp. 36-37.

[14]Robert M. Utely, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah,p.11.

[15]Robert G. Athearn, Union Pacific Country, Lincoln and London: University of Nebraska Press, 1976, p.31; Robert M. Utley, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah, p.14.

Railroads. Both companies devised the means to solve this dilemma by creating a number of indirectly held companies which carried out the construction work, but were not legally controlled by the Federal legislation that directed the efforts of the two main railroad companies.[16]

Construction of the transcontinental line was fraught with exceptionally difficult obstacles that sorely taxed the technological capabilities of the day. The Central Pacific spent four years surmounting the Sierra Nevada Mountains. The company faced the necessity of putting in deep fills and rock cuts, bridging deep canyons with trestles, and cutting through solid granite for 15 separate tunnels. The Central Pacific did not reach Reno, Nevada until June 19, 1868. Reno lay 154 miles from the beginning of the track in Sacramento. The 536 mile distance from there to Promontory Summit in northern Utah, however, was completed in less than 11 months.[17]

The Union Pacific did not have the same types of obstacles as the Central Pacific, but they too encountered great hardships. Track laying in the Platte River Valley of Nebraska was relatively easy, but the surveyors and construction workers soon encountered stiff opposition from Sioux and Cheyenne Indian war parties. Major skirmishes occurred in Nebraska and Wyoming between 1865 and 1867.[18] The Union Pacific also encountered some difficult terrain in the Black Hills and especially in Echo Canyon and Weber Canyon in Utah.[19]

As both railroads approached Utah, it was well understood that negotiations needed to be completed with Brigham Young, President of the powerful Mormon Church and former Governor or the Utah Territory, in order to complete the route. Young's desire was to see the railroad descend Weber Canyon and head south to Salt Lake City and around the south end of the Great Salt Lake.[20] General Grenville M. Dodge, Chief Engineer for Union Pacific, however, preferred the northern route through the

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[16]Robert 3. Riegel, The Story of Western Railroads, New York: Macmillan Company, 1926, pp.75-76; Harry J. Carman and Charles H. Mueller, "The Contract and Finance Company of the Central Pacific Railroad", Mississippi Valley Historical Review, XIV, 3, 1926, pp.326-341.

[17]John Debo Galloway, C.E.,The First Transcontinental Railroad,pp.145-150.

[18]Major-General G.M. Dodge, How We Built the Union Pacific Railway and Other Railway Papers and Addresses, Denver: Sage Books, 1965; Edwin L. Sabin, Building the Pacific Railway, Philadelphia and London: J.B. Lippincott Company, 1919, pp. 236-240; George B. Grinnell, The Fighting Cheyenne, 2nd Edition, Norman, Oklahoma: The University of Oklahoma Press, 1956, pp. 263-268; John P. Davis, The Union Pacific Railway: A Study in Railway Politics, History, and Economics, Chicago, 1894, p. 141.

[19]Robert M. Utely, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah,pp.34-35.

[20] Leonard J. Arrington, Great Basin Kingdom: An Economic History of the Latter-Day Saints, 1830-1900, Lincoln: University of Nebraska Press, 1966, p. 260.

Promontory Mountains.[21] The Central Pacific concurred in this assessment. Despite this basic disagreement, Brigham Young still agreed to provide needed labor and supplies to both the Union Pacific and Central Pacific railroads. Not surprisingly, Young soon organized a new railroad company to build from Ogden to Salt Lake City once the transcontinental line was completed to Ogden. It became known as the Utah Central Railroad.[22]

Parallel Railroad Lines

Despite the many negotiations and bills passed by Congress in support of transcontinental railroad construction, neither the United States Government nor the Union Pacific or Central Pacific had ever developed a plan indicating where the lines should meet. As a result, for several months in 1869 surveyors and construction crews from both railroads continued their work on grading new lines well past any reasonable point of mutual connection. In early 1869 Central Pacific crews were grading as far east as Echo Summit near the Wyoming border while Union Pacific crews were working in the vicinity of Humboldt Wells, Nevada.[23] The real purpose of the extra work carried out by each railroad was to gain both additional government subsidies and control of the potentially profitable Utah market.[24] After much disagreement and negotiation, the two railroads agreed to join the line at Promontory Summit, Utah on May 10, 1869. This agreement was approved by Congress on April 10, 1869.[25]

Central to the present investigation is the construction history of the rail route between Corinne and Promontory where eleven wooden trestles were built within the 13.5 miles discussed in this nomination and numerous additional trestles were built within Golden Spike National Historic Site boundaries. The original construction of this part of the line was done by the Union Pacific Railroad between March 18 and May 8, 1869.[26] The area in the mudflats west of Corinne and north of Bear River

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[21]Major-General G. M. Dodge, How We Built the Union Pacific Railway and Other Railway Papers and Addresses,pp. 27-28.

[22]Leonard J. Arrington, Great Basin Kingdom: An Economic History of the Latter-Day Saints,1830-1900,p. 270.

[23]Robert M. Utely, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah,p.38.

[24]Ibid.,pp. 36-38.

[25]Nelson Trottman, History of the Union Pacific, A Financial and Economic Survey, New York: The Ronald Press Company, 1923, p. 64.

[26]Anonymous, Chronology of the Original Union Pacific Railroad Track Construction from Omaha, Nebraska to:, on file at the Golden Spike National Historic Site, Promontory, Utah, n.d.,p. 34.

Bay posed few construction problems.[27] This was one of the stretches of the route, however, where the Central Pacific built grade parallel to that of the Union Pacific during the period of intense competition between the two companies. In fact, because a meeting point for the two lines was never planned and there was a clear indication that the Union Pacific would be building west of Ogden before the Central Pacific could reach it, Leland Stanford of the Central Pacific chose to buy land and place surveyors and grading crews in this area in 1868.[28] As a result of this foresight, the Central Pacific was eventually able to leverage an agreement that placed their eastern terminus in Ogden.[29]

Central Pacific began purchasing right-of-way and building their grade in the area in 1868. The Union Pacific did not even begin construction until February, 1869.[30] By March 1869 construction activity by both railroads was moving at a frenzied pace. A letter to the Deseret Evening News dated March 25, 1869 provides a firsthand account of this activity in the area between Corinne and Junction City (now known as Lampo Junction):

> Work is being vigorously prosecuted...both lines running near each other and occasionally crossing. Both companies have their pile drivers at work where the lines cross the [Bear] river [near Corinne]. From Corinne west thirty miles, the grading camps present the appearance of a mighty army. As far as the eye can reach are to be seen almost a continuous line of tents, wagons and men.[31]

The irritation that the close construction in this area caused the railroad owners was expressed by Leland Stanford of the Central Pacific in a March 14, 1869 letter to Central Pacific treasurer Mark Hopkins:

> The U.P. have changed their line so as to cross us five times with unequal grades between Bear River and Promontory. They have done this purposely as there was not a necessity for so doing. ...we

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[27]Robert M. Utely, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah,p. 43.

[28]Ibid.p 45.

[29]Edwin L. Sabin, Building the Pacific Railway, pp.293-295.

[30]Robert M. Utely, The National Survey of Historic Sites and Buildings, Special Report on Promontory Summit, Utah,p. 46.

[31]Deseret Evening News, March 30, 1869, article submitted by "Saxey" from Promontory dated March 25, 1869.

X See continuation sheet

shall serve notice for them not to interfere with our line and rest there for the present.[32]

The principal contractors for the Central Pacific in this area were Ezra T. Benson of Logan; Lorin Farr, Mayor of Ogden; and Clancey W. West of Ogden. The Union Pacific contracted with the Mormon company of Sharp and Young.[33] All of these parties were hired through the recommendation of Brigham Young.

After the April meeting in Washington, D.C. at which the two companies agreed to join their railroads at Promontory Summit and the Union Pacific agreed to sell that portion of their line from Promontory to Ogden to the Central Pacific, the frenzied competition and redundant construction activities largely ceased. However, there was still much negotiation necessary before a price was agreed upon to transfer ownership of this portion of the transcontinental line. After two offers by Union Pacific were turned down by the Central Pacific, a sum of $2,853,000 was agreed to on November 17, 1869 for a 48.5 mile section of line from Promontory to a point five miles west of Ogden.[34] Interestingly, the Union Pacific ended up selling the route for more than a million dollar loss based on its original construction cost. This price was agreed to, no doubt, due to the Union Pacific's desperate financial condition in 1869.[35]

The Central Pacific Railroad continued to use most of the grade originally constructed by the Union Pacific between Promontory and Ogden, though they used their own grade on the east face of the Promontory Mountains (most prominently eliminating Union Pacific's "Big Trestle"). Until about December 1, 1869, however, the official date for transfer of the 48.5 mile section, Union Pacific still operated on their original line between Ogden and Promontory and transferred with the Central Pacific at Promontory Summit.

There was much criticism during the later stages of railroad construction activities about whether the work done by the two railroads was commensurate with requirements set forth in the Congressional Acts of 1862 and 1864. Specifically, there were complaints that the Union Pacific, in particular, was building a substandard

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[32]George T. Clark, Leland Stanford, War Governor of California Railroad Builder and Founder of Stanford University, Stanford University, California: Stanford University Press, 1931, p.2.

[33]Clarence A. Reeder Jr., The History of Utah's Railroads 1869-1883, Ph.D. Dissertation, Department of History, University of Utah, Salt Lake City, 1970, pp. 45-46.

[34]Charles Edgar Ames, Pioneering the Union Pacific, A Reappraisal of the Builders of the Railroad, New York: Appleton-Centory-Crofts Educational Division Meredith Corporation, 1969, p. 371.

[35]Ibid.,p. 372.

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railroad and receiving unjust compensation for it from the U.S. Government.[36] In response to the mounting criticism President Grant appointed a special commissioner, Isaac N. Morris, to inspect the reportedly unacceptable parts of the Union Pacific. His report was quite unfavorable and called the railroad the worst over which he had ever traveled and actually dangerous in places. As part of his inspection tour, he described the condition of the line between Corinne and Lampo Junction (as part of the entire section between Ogden and the eastern base of the Promontory Mountains):

> The Union Pacific road-bed['s]...width...is only the width of the tie, or 8 feet, sometimes a little over and sometimes a little under. ...the road-bed...is a mixture of dirt and sand...places are found where it is mostly dirt, and when portions are met which are chiefly, if not entirely of gravel.[37]

Another commission of "Eminent Citizens" later inspected the route and found it acceptable as a first class railroad.[38] Nevertheless, Central Pacific apparently found it necessary to essentially rebuild the route after they acquired it in late 1869. This is partially supported by Morris' description of the railroad grade between Lampo Junction and Ogden.[39] Also, Southern Pacific Transportation Company bridge reports for seven trestles in the area show that five were reconstructed just after they acquired the line in 1872 and two others in 1882. These newer trestles were built to replace the original inadequate trestles built by the Union Pacific.[40]

Changes in the Transcontinental Railroad

The transcontinental railroad continued to operate through Promontory Summit until the end of the 19th century. Just before the turn-of-the-century, E.H. Harriman gained control of both the Union Pacific and Central Pacific Railroads and began a massive upgrading of the route to make it a much more cost effective transportation

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[36]Robert G. Athearn, Union Pacific Country, p. 115.

[37]U.S. Congress, House of Representatives, Letter from the Secretary of the Interior, Condition of the Union Pacific Railroad, report prepared by Isaac N. Morris, 44th Congress, 2nd Session, Executive Document 38, p. 7.

[38]U.S. Congress, House of Representatives, Report of the Secretary of the Interior, 41st Congress, 1st session, Executive Document 1, Part 3, Serial 1414.

[39]U.S. Congress, House of Representatives, Letter from the Secretary of the Interior, Condition of the Union Pacific Railroad, p.7.

[40]Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Book, 1920, p. 253; 1941, p. 418-419, on file at the Southern Pacific Transportation Company, San Francisco, California.

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system.[41] As part of a massive reconstruction effort on the Central Pacific portion of the road through Nevada, he ordered a lengthy trestle structure built across the northern end of the Great Salt Lake to shorten the distance through Utah, straighten the track and, especially, to lessen the costs associated with operating over the Promontory Mountains.[42] The new line, called the "Lucin Cutoff", was completed in November 26, 1903, though freight traffic was not diverted from the old line until March 18, 1904 and passenger traffic until September 18, 1904.[43] It shortened the route by 44 miles and reduced monthly costs to the railroad by $60,000.[44]

The Promontory Route, or "Old Line" as it was often called, continued to act as a backup route in case of flooding along the lake route, to service wheat farmers along the Promontory Route and to continue to service the still operative telegraph line which parallelled that line.[45] In the early 1940's the need for iron and steel in the war effort prompted the government to approach the Southern Pacific Transportation Company, which had absorbed the Central Pacific Railroad in 1884, about donating the rails, spikes and tie plates to the war effort.[46] They agreed, and in the first seven days of July 1942, the railroad tore up 123 miles of line between Corinne and Lucin.[42] Interestingly, up until 1942 the railroad, with very little traffic, continued to regularly maintain the structures and grade on the Promontory Route. The 1941 Bridge Inspection Book shows that ties and trestle components were replaced on the line through the middle 1930s and even into 1941.[47]

The Promontory Route existed for 73 years and was a vital component of the entire Union Pacific-Central Pacific transcontinental railroad for 35 years. The portion between Promontory and Ogden was a unique section of mainline because it was originally owned and built by the Union Pacific, but later acquired and upgraded by the Central Pacific. Although this was not the grade chosen for the greatest use by

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[41]George Kennan, E. H. Harriman, A Biography, 2 volumes, Boston and New York: Houghton Mifflen Company, 1922, p.242.

[42]Ibid., pp.242, 246-247.

[43] David F. Myrick, Railroads of Nevada and Eastern California, Volume One-The Northern Roads, Berkeley, California: Howell-North Books, 1962, p.37.

[44]David H. Mann, "The Undriving of the Golden Spike", Utah Historical Quarterly, 37 (1), p.130.

[45]Stephen L. Carr and Robert W. Edwards, Utah Ghost Rails, p. 15; CSC, Trestles: Golden Spike National Historic Site, Preservation Plan, p.3.

[46]Stephen L. Carr and Robert W. Edwards, Utah Ghost Rails, Salt Lake City; Western Epics, 1989, p. 15.

[47]Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Book, 1941, pp. 418-419.

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the railroad, the presence of parallel grades built by two competing railroads offers revealing insight into the competitive nature of the construction process. Because it was abandoned in the first half of the 20th century (1942) and lies in a very remote area of the country, the Promontory Route retains perhaps the best preserved examples of 19th century railroad grades and railroad grade structures on the entire transcontinental route.

Potential for Yielding Important Information

Unlike the Central Pacific Railroad Grade Historic District, there are no camp or town sites along this segment of the railroad grade. However, traces of human use remain and the property is significant as it may yield information important to history. Although there are no above-ground structures remaining from the construction camp sites adjacent to the railroad grade, archaeological investigation would likely yield the presence of important artifacts and perhaps some below-ground structures or remnants of structures.

Three distinct groups of laborers worked on the transcontinental railroad in Utah. The Central Pacific employed almost exclusively Chinese men. The majority of Union Pacific laborers were Irish. Both railroads also employed Mormon men from nearby Utah settlements to help push the project to its conclusion. Construction camps were established at intervals along the route.[48]

Current Use of Transcontinental Railroad Grade

The 13.5 miles of abandoned railroad grade nominated here currently provides access for waterfowl hunters to a wetlands area and is used for maintenance access to the Chevron gas pipelines. A committee formed of railroad buffs and representatives of local governments would like to transform the old grade from Corinne to Promontory Point into a working steam railroad for tourism. If this plan does not succeed, BLM will pursue plans for using the abandoned grade as a recreational trail for cycling, horseback riding, and other non-motorized transportation. This segment could be linked with the 15 miles of grade through Golden Spike National Historic Site to make a 28.5 mile trail.

Adjacent National Register Properties

The Golden Spike National Historic Landmark and the Central Pacific Railroad Grade Historic District, though linked to the Transcontinental Railroad Grade Segment and associated with it historically, are separate nominations for administrative reasons. The Golden Spike, designated a National Historic Landmark in 1966, is currently administered by the National Park Service. It also separates the Central Pacific Railroad Grade Historic District from the Transcontinental Railroad Grade Segment. The Central Pacific Railroad Grade Historic District, designated as an

[48]"Golden Spike Rail Feasibility Study". Reconnaissance Survey, Ogden, Utah to Golden Spike National Historic Site. National Park Service, 1993.

historic district in 1986, has thirty different owners. The Transcontinental Railroad Grade Segment is administered by the Bureau of Land Management and is the subject of this nomination is the 13.5 mile segment between the Golden Spike National Historic Landmark and the Bureau of Land Management property boundary.

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Common Label Information:
1. Transcontinental Railroad Grade
2. Box Elder County, Utah
3. Photographer: Britta Nelson
4. Date: June 1992
5. Negative on file at Utah SHPO.

Photo No. 1:
6. The paved road to Golden Spike National Historic Site crosses the grade at the sign in the left foreground. Camera facing southeast.

Photo No. 2:
6. Trestle (out), Site #1, 1992 BLM inventory. Camera facing northeast.

Photo No. 3:
6. Winged redwood culvert, Site #10, 1992 BLM inventory. Camera facing southwest.

Photo No. 4:
6. Trestle, Site #22, 1992 BLM inventory. Camera facing east.

Photo No. 5:
6. Trestle, Site #27, 1992 BLM inventory. Camera facing north.

Photo No. 6:
6. Square stone culvert, Site #29, 1992 BLM inventory. Camera facing north.