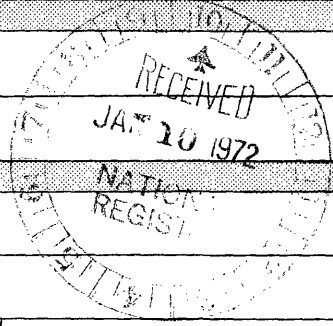


**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Utah	
COUNTY: Box Elder	
FOR NPS USE ONLY	
ENTRY NUMBER APR 14 1972	DATE



1. NAME

COMMON: **Southern Pacific Railroad
Ogden-Lucin Cut-Off Trestle**
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
North Arm of the Great Salt Lake
CITY OR TOWN:
30 Miles West of Ogden, Utah
STATE: **Utah** CODE: **49** COUNTY: **Box Elder** CODE: **003**

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: **Southern Pacific Railroad**
STREET AND NUMBER: **401 I Street**
CITY OR TOWN: **Sacramento** STATE: **California** CODE: **06**
95814

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: **Box Elder County Court House**
STREET AND NUMBER:
CITY OR TOWN: **Brigham City** STATE: **Utah** CODE: **49**

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: **Historic American Engineering Record**
DATE OF SURVEY: **1971** Federal State County Local
DEPOSITORY FOR SURVEY RECORDS: **Library of Congress**
STREET AND NUMBER: **Prints and Photographs Division**
CITY OR TOWN: **Washington, D. C. 20540** STATE: **-** CODE: **11**

SEE INSTRUCTIONS

STATE: **Utah**
COUNTY: **Box Elder**
ENTRY NUMBER: **APR 14 1972**
DATE: _____
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

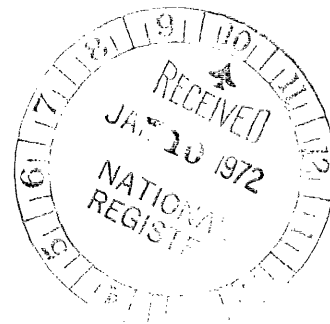
Approximately 12 miles of temporary trestle (four - 40 foot piles per bent) and 11 miles of permanent trestle (five - 70 foot piles per bent) were constructed in addition to the 10 miles of fill.

The permanent bents, which were spaced approximately 15 feet on center, were constructed of 5 fir piles tied together on the top with a 24" x 14" cap and on each side of the piles at approximately the water level with a sash brace and in addition with diagonal sway braces bolted in opposite direction on each side. More recently, circa 1932, two additional piles were placed (a total of seven) in an effort add stability to each bent.

The platform upon which the rails, ties and ballast are placed was constructed of 8" x 6" stringers and the later, c. 1932, addition of 4 - 8" x 8" helper stringers with a redwood deck that was topped with a sealing membrane.

The present 11.88 mile trestle consists of the original permanent structure in addition to the engle siding which is built over the temporary trestle piling. Today the trestle supplements the adjacent causeway (c. 1959) with overload and emergency rail traffic.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1902 - 1904**

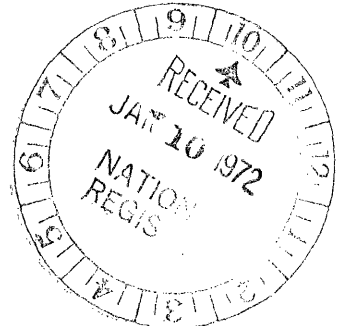
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

The Ogden-Lucin Cut-Off, built 1902-1904, by the Southern Pacific Railroad across the Great Salt Lake is possibly the most noteworthy engineering achievement of bridge and fill work in the United States. William Hood, chief engineer of the Southern Pacific, supervised the construction which involved a magnitude of unique problems due to the unpredictability of the salt and mud lake bottom.

The cut-off eliminated 44 miles of extreme grades and curves found on the original transcontinental route through the Promontory mountains. The new route ran 20 miles west from Ogden to the Great Salt Lake, crossed the lake at Promontory Point, and continued for 50 miles over the Great Salt Desert to Lucin.



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Engineering News, Vol. XLVIII, Nov. 27, 1902, p. 22.

"Construction Work of the Southern Pacific Cut-Off Across the Great Salt Lake, Utah." by C. W. Arthur, C. E.

The Scientific American Supplement No. 1481, May 21, 1904, "Railroading Across Great Salt Lake" by Herbert I. Bennett.

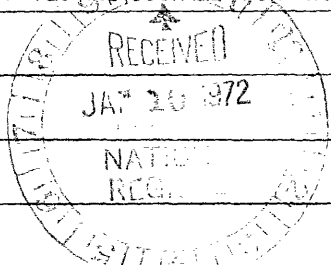
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	41° 12' 75"	112° 45' 33"		0	0	
NE	41° 13' 0"	112° 31' 41"				
SE	41° 12' 59"	112° 31' 41"				
SW	41° 12' 74"	112° 45' 33"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **143**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



11. FORM PREPARED BY

NAME AND TITLE: Burtch Beall, Jr. A.I.A.

ORGANIZATION: Historic American Engineering Record DATE: Dec. 1971

STREET AND NUMBER: University of Utah - Department of Architecture

CITY OR TOWN: Salt Lake City, STATE: Utah CODE: 49

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: Milton L. Weilenmann

Title: Utah State Liaison Officer

Date: 17 December 1971

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation
4/14/72

Date: _____

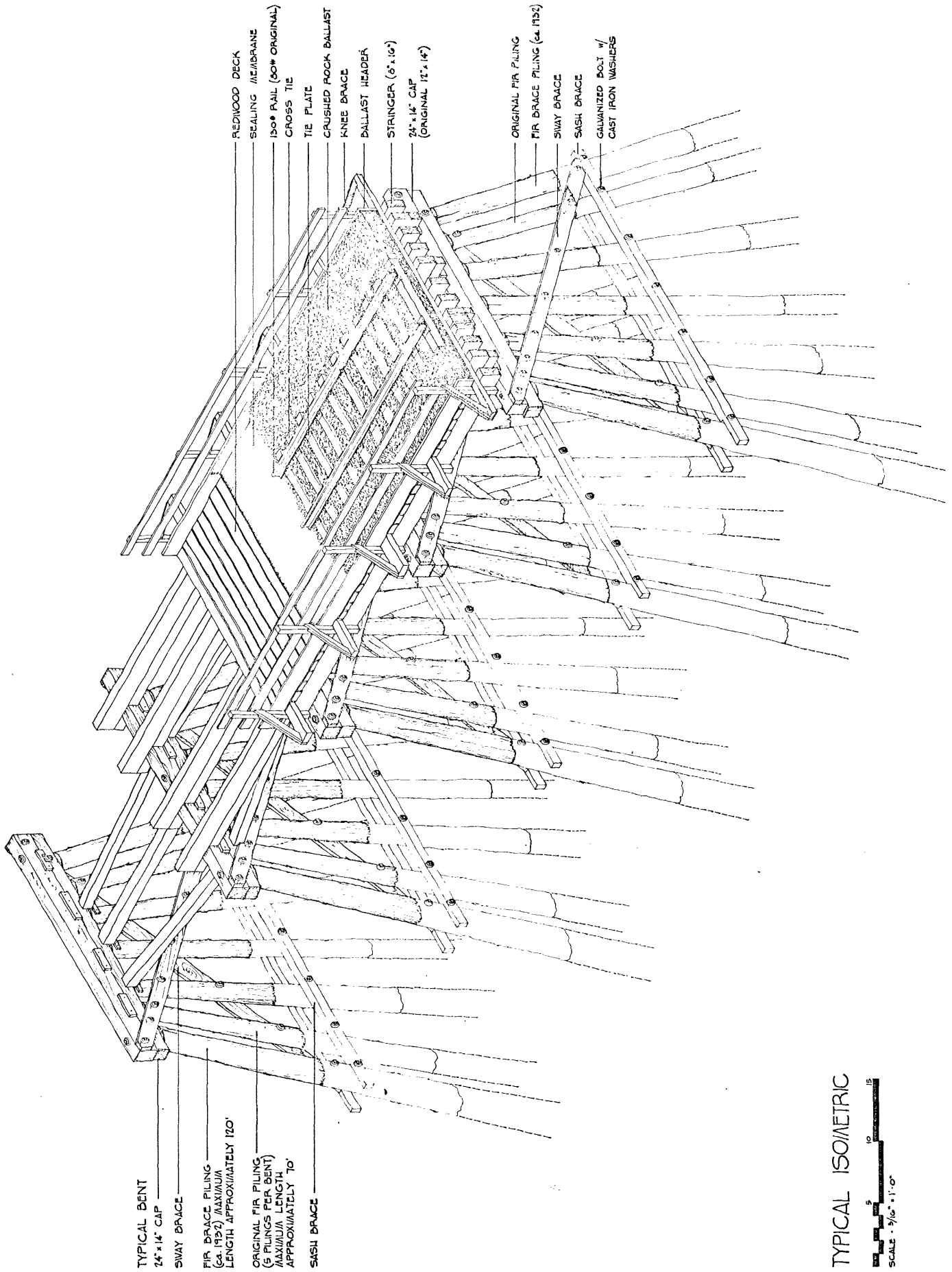
ATTEST:

[Signature]
Keeper of The National Register

Date: April 10, 1972

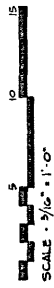
NB
CD

SEE INSTRUCTIONS



TYPICAL BENT
24" x 14" CAP
SWAY BRACE
FIR BRACE PILING
(Ca. 1932) / MAXIMUM
LENGTH APPROXIMATELY 120'
ORIGINAL FIR PILING
(5 PILING PER BENT)
(MAXIMUM LENGTH
APPROXIMATELY 70'
SASH BRACE

TYPICAL ISOMETRIC



DRAWN BY: ROBERT J. McNEIR, PTI

STATE OF UTAH SURVEY
OFFICE OF LAND AND MINERALS
UNDER DIRECTION OF THE NATIONAL PARK SERVICE,
UNITED STATES DEPARTMENT OF THE INTERIOR

NAME AND LOCATION OF STRUCTURE

OGDEN-LUCIN CUT-OFF TRESTLE
BOX ELDER COUNTY,
GREAT SALT LAKE,

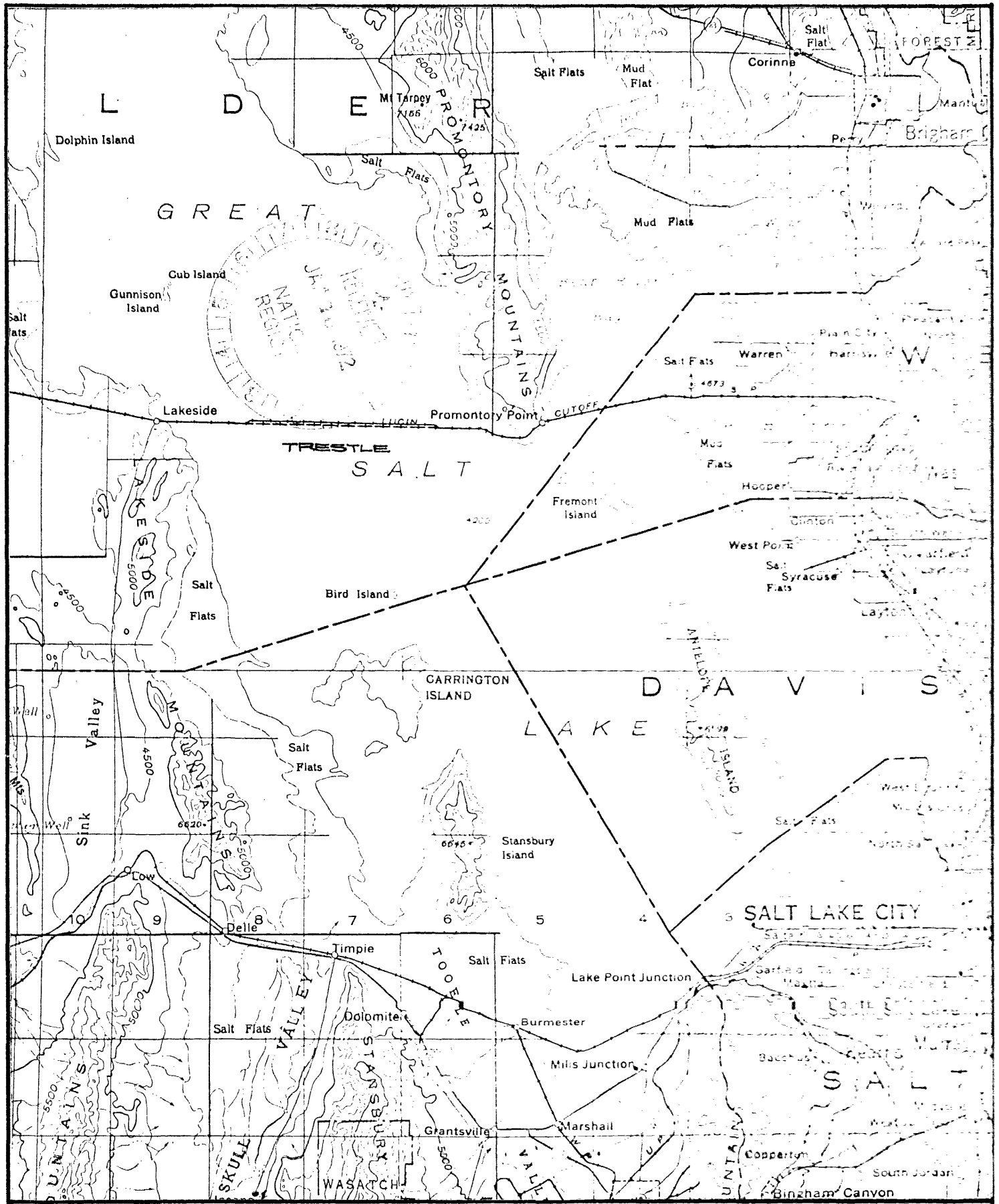
RECORD NO

UTAH
13

HISTORIC AMERICAN
ENGINEERING RECORD

SHEET 5 OF 5 SHEETS

STATE OF UTAH
HISTORIC ENGINEERING RECORD



OGDEN-LUCIRN CUT OFF TRESTLE

GREAT SALT LAKE
 BOX ELDER COUNTY, UTAH

DATE : DEC 1971
 SCALE : 1" = 8 MILES

	LATITUDE	LONGITUDE
I W	41° - 12' - 75"	112° - 45' - 33"
Z W	41° - 13' - 0"	112° - 31' - 41"
0 W	41° - 12' - 50"	112° - 31' - 41"
0 W	41° - 12' - 74"	112° - 45' - 33"

