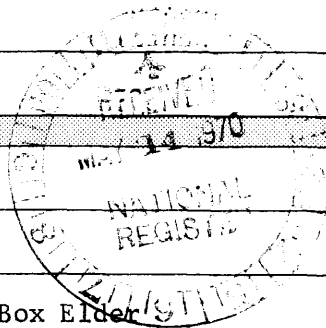


**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: <b>Utah</b>	
COUNTY: <b>Box Elder</b>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE



**1. NAME**

COMMON:  
**Golden Spike National Historic Site**

AND/OR HISTORIC:  
**Promontory Summit**

**2. LOCATION**

STREET AND NUMBER:  
**Promontory Summit**

CITY OR TOWN:

STATE: **Utah**      CODE: **43**      COUNTY: **Box Elder**      CODE: **003**

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/>	Public <input checked="" type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: Restricted <input checked="" type="checkbox"/>
Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/>	Private <input type="checkbox"/>	Unoccupied <input checked="" type="checkbox"/>	Unrestricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Preservation work in progress <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input checked="" type="checkbox"/>	Park <input checked="" type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	
Entertainment <input type="checkbox"/>	Museum <input checked="" type="checkbox"/>	Scientific <input type="checkbox"/>	
Comments <input type="checkbox"/> <b>Now being operated as part of National Park System</b>			

**4. OWNER OF PROPERTY**

OWNERS NAME:  
**National Park Service, U. S. Dept. of the Interior**

STREET AND NUMBER:

CITY OR TOWN: **Washington**      STATE: **D.C.**      CODE: **001**

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
**Box Elder Court House**

STREET AND NUMBER:  
**Main Street at Forrest**

CITY OR TOWN: **Brigham City**      STATE: **Utah**      CODE: **43**

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **2,173**

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY:      Federal       State       County       Local

DEPOSITORY FOR SURVEY RECORDS:  
**National Survey of Historic Sites and Buildings, Office of Archeology and Historic Preservation**

STREET AND NUMBER:  
**National Park Service**

CITY OR TOWN: **Washington**      STATE: **D.C.**      CODE: **001**

SEE INSTRUCTIONS

STATE:      COUNTY:      ENTRY NUMBER      DATE

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**7. DESCRIPTION**

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

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Golden Spike National Historic Site consists of 15½ miles of eroded historic railroad grades, including the site where the first transcontinental railroad was completed on May 10, 1869. The land is covered with sagebrush and numerous desert-type grasses and plants. This is the way the land looked originally and, for the most part, the way it looks today.

Throughout the area of the park the railroad companies built double grades parallel to each other. These railroad grades are eroded, but still visible in most places. The Union Pacific grades have been left to erode for a century, while the Central Pacific grades have been without care since 1942, when the tracks were removed. Since that time grazing and other farm use have hastened the wearing away. Local farmers and ranchers have utilized the roadbeds as roads, or have crossed them with local roads. In some places the land has been cultivated.

In the Visitor Center area, the National Park Service has rebuilt the road grades, laid track, marked the spot where the railroads were joined, and is restoring the area to native growth.

SEE INSTRUCTIONS

**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

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

SPECIFIC DATE(S) (If Applicable and Known) **May 10, 1869**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |                                       |  |  |
|---|---------------------------------------|--|--|
| Aboriginal <input type="checkbox"/>     | Education <input type="checkbox"/>    | Political <input type="checkbox"/>                 | Urban Planning <input type="checkbox"/>  |
| Prehistoric <input type="checkbox"/>    | Engineering <input type="checkbox"/>  | Religion/Phi-<br>losophy <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"/>                 | _____                                    |
| Art <input type="checkbox"/>            | Landscape <input type="checkbox"/>    | Social/Human-<br>itarian <input type="checkbox"/>  | _____                                    |
| Commerce <input type="checkbox"/>       | Architecture <input type="checkbox"/> | Theater <input type="checkbox"/>                   | _____                                    |
| Communications <input type="checkbox"/> | Literature <input type="checkbox"/>   | Transportation <input checked="" type="checkbox"/> | _____                                    |
| Conservation <input type="checkbox"/>   | Military <input type="checkbox"/>     |  | _____                                    |
|   | Music <input type="checkbox"/>        |  | _____                                    |

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

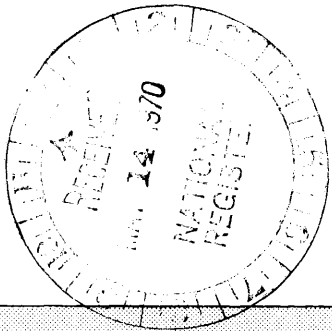
Golden Spike National Historic Site commemorates the completion of the first transcontinental railroad, effected May 10, 1869, when officials from the Central Pacific Railroad and the Union Pacific Railroad met with a crowd of workers and onlookers at Promontory Summit, Utah. The final rails were laid, and the railroad was completed by the symbolic driving of a golden spike.

This act united East and West, and marked the beginning of a new age in American transportation and development.



SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**



**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 ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	41 ° 40 ' 33 "	112 ° 38 ' 05 "		° ' "	° ' "	
NE	41 ° 40 ' 33 "	112 ° 27 ' 06 "				
SE	41 ° 33 ' 51 "	112 ° 27 ' 06 "				
SW	41 ° 33 ' 51 "	112 ° 38 ' 05 "				

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

STATE:	CODE	COUNTY	CODE

**11. FORM PREPARED BY**

NAME AND TITLE: **James C. Gott, Historian**

ORGANIZATION: **Golden Spike National Historic Site**      DATE: \_\_\_\_\_

STREET AND NUMBER: *7th St*

CITY OR TOWN: **Brigham City**      STATE: **Utah**      CODE: **43**

**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 \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

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

\_\_\_\_\_  
Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

*William J. Smutz*  
\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

Form 10-300a  
(Dec. 1963)UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

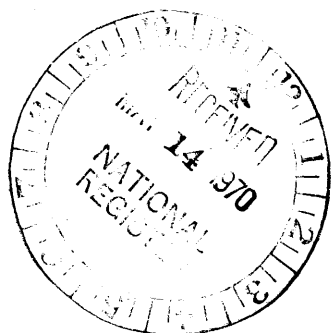
## AREAS DELETED FROM HISTORIC ZONE:

## Golden Spike NHS

Two areas should be deleted from the historic zone. The area encompassing Visitor Center, maintenance yard, and parking lot should be removed from the historic zone, as noted in the accompanying map. This area is in the immediate vicinity of the spot where the first transcontinental railroad was completed, with a paved walk leading from the Visitor Center to the historic center of our area. The historic zone should begin at the north edge of the building, as shown.

The second map marks the location of our picnic area. As it is not completed as yet, the exact boundaries cannot be marked except in a general way. This, too, is in an historic area, with trails leading to cuts in the railroad grade, so only a minimum of space is to be deleted from the historic zone for this purpose.

All roads are marked and are likewise removed from the historic zone. The remainder of the park should be designated as historic zone.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR FEDERAL PROPERTIES

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*Cy Filmation  
Kester 10/15/88*

*1/5/88*

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Golden Spike National Historic Site

AND/OR COMMON

Golden Spike National Historic Site

**2 LOCATION**

STREET & NUMBER

N/A

N/A NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Promontory

X VICINITY OF

001

STATE

CODE

COUNTY

CODE

Utah

49

Box Elder

003

**3 CLASSIFICATION**

**CATEGORY**

**OWNERSHIP**

**STATUS**

**PRESENT USE**

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

**4 AGENCY**

REGIONAL HEADQUARTERS: *(If applicable)*

National Park Service--Rocky Mountain Regional Office

STREET & NUMBER

12795 West Alameda Parkway, Box 25287

CITY, TOWN

STATE

Denver

N/A VICINITY OF

Colorado

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

County Recorder's Office--Brigham City, Utah

STREET & NUMBER

CITY, TOWN

STATE

Brigham City

Utah

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

List of Classified Structures Inventory

DATE

December 5, 1975

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

National Park Service, Rocky Mountain Regional Office

CITY, TOWN

STATE

Denver

Colorado

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Golden Spike National Historic Site is a narrow stretch of land, 15.6 miles long and varying from 400 to 1,000 feet wide. It encompasses the original grades of the Central Pacific and Union Pacific Railroads in the vicinity of Promontory, Utah, where they met on May 10, 1869, to form the first transcontinental railroad in the United States. It covers a total of 2,735.28 acres, 532.08 of which are privately owned and 2203.20 under Federal ownership. This land is in the summit area of the major pass that divides the North Promontory and Promontory Mountains in the northern part of the Great Salt Lake Basin. In the glacial-era the summit was submerged by the water of ancient Lake Bonneville, and old lake terraces are a prominent topographical feature of the area. Despite the fact tht Promontory Summit was one of the few natural passes through the mountains, evidence of prehistoirc occupation of the region is scant. Human use of the area probably was extermely limited due to the lack of a permanent water supply, adequate shelter, or other resources necessary for survival. One large cave within park boundaries may provide clues to aboriginal occupation. There are no plans for excavation, but if the site is excavated in the future and found significant, it would be added to the National Register as a contributory site. The Bartleson-Bidwell party bound for California was the first group of whites who reportedly crossed the area in 1841. The trail they establishehd across northern Utah was not popular, and most pioneers crossed southern Utah instead.

Today the annual precipitation at Golden Spike is only 8 to 10 inches, mostly in the form of snow, and the region is classified as semi-arid to arid. The park receives its water from a well at the summit that is 427 feet deep. Park land is in the shadscale-Kangaroo rat-sagebrush biome of the northern Great Basin. Sagebrush, rabbitbrush, Indian rice grass, and a variety of other grasses are the major flora of the area. Several Utah Juniper and two historic box elder trees also grow in the park. The most numerous fauna are jackrabbits, Kangaroo rats, coyotes, and historically introduced ringed-neck pheasants.

The park land can be divided into three major geographic sections: the Summit, the East Slope, and the West Slope. In each of these areas there are portions of the two different categories of contributory features collectively listed in the List of Classified Structures. The first of these collective listings is the 15.6 miles of parallel Union Pacific and Central Pacific Grades (LCS #11572). Besides the grade itself, this listing includes evidence of construction, such as cuts, fills, culverts, and two intact trestles. For the location of some of these, see the appended Cultural Resource Base Map, NPS No. 431/80004, and also the UTM references given for each section.

The second collective listing consists of over 340 Worker Encampment remains (LCS #11573) scattered over the entire length of the park and in all three sections. This listing also includes 39 sites identified at the Promontory townsite that represent the structdural remains of habitation and railroad buildings, and two early twentieth century ranches. See Adrienne B. Anderson,

# 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 checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES c. 1868 - 1869

BUILDER/ARCHITECT

Central Pacific Railroad  
Union Pacific Railroad

STATEMENT OF SIGNIFICANCE

On April 2, 1957, the Secretary of the Interior designated seven acres at Promontory Summit as a National Historic Site to commemorate the completion of the first transcontinental railroad in the United States. In 1959, the Advisory Board on National Parks, Historic Sites, Buildings and Monuments adopted a resolution to recommend that Promontory Summit, Utah, be added to the National Park System. After Robert Utley, Region Three National Park Service Historian, provided a background study to document the site's historic significance, Golden Spike was added to the National Park System by Public Law 89-102 (79 Stat, 426) on July 30, 1965. The law set aside lands "for the purpose of commemorating the completion of the first transcontinental railroad across the United States" and authorized the construction and maintenance of "such facilities for the care and accommodation of visitors as the Secretary of the Interior may deem necessary.

The establishing legislation authorized expenditure of not more than \$1,168,000 for land aquisition and development. Subsequent authorization by PL 94-578 (October 21, 1976) increased the ceiling to \$5,422,00 "to purchase replica locomotives, tenders, appurtenant structures, and for historic preservation of features relating to construction of the railroad."

Golden Spike, as it now exists, is a long narrow strip of land extending 15.6 miles over the original Union Pacific and Central Pacific Railroad Grades, covering 2,735.28 acres of federally owned land, with 532.08 acres remaining in private ownership. The preservation of its historic features, notably worker campsites and physical remains of railroading activity, supplemented by the intrepreative framework provided by the National Park Service through facilities and documentation, demonstrates the threefold historic significance of the Site. It fits three of the four National Register Criteria for Evaluation (Chapter 1, Title 36 [CFR] 60.6), Criteria A,C, and D.

1. Under Criterion A, it was the site of an event that has made a "significant contribution to the broad patterns of our history." Its most widely recognized significance is that it commemorates the joining of the rails of the Central Pacific (CP) and Union Pacific (UP) Railroads on May 10, 1869. This event was determinative in the direction of commerce, communications, transportation, politics, and military conquest on the western frontier of the continental United States.





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CONTINUATION SHEET DESCRIPTION ITEM NUMBER 7 PAGE 1

"Ancillary Construction on Promontory Summit, Utah: Those Domestic Structures Built by Railroad Workers," which is appended, for a precise description of the types of structures that are extant. Also refer to the Cultural Resource Base Map for the location of the 16 clusters of these remains, designated by letters "A" through "P", that have been identified.

1. Summit

Contributory features:

39 designated sites (See Cultural Resource Base Map, sheets 12 and 13)  
Southern Pacific Monument

The Summit was the site where on May 10, 1869, dignitaries from all over the nation gathered to watch workers lay the two final rails to complete the first transcontinental line. The functional portion of the track was completed with ordinary iron spikes driven by workers. But railroad financiers Leland Stanford and Thomas C. Durant commemorated the event by driving in the famous "last spike" made of solid gold. Contributory features of the Summit area are the Southern Pacific monument and structural remains of the original 1869 town of Promontory and railroading activity in its vicinity. These are listed collectively under LCS No. 11573.

Alterations and developments in the twentieth century, including the structures erected by the National Park Service, have destroyed most of the original evidence of the small town of Promontory, that survived there from 1869 until 1942, along with the structures connected with the railroad. However, an archeological survey done in 1976 has uncovered many physical traces of the original town and of railroading activity. These include numerous pits, foundation rubble, cisterns, and other structural remains of town life. The pits represent the remains of the Central Pacific turntable, garbage dumps and house foundations, dating as late as the early 1940s. Garden shrubs and vines associated with private dwellings still are growing in the town vicinity. A large red brick foundation uncovered by park personnel in the mid 1970s, probably is the remains of an undated Southern Pacific roundhouse. The unpublished 1976 survey conducted by Adrienne B. Anderson and Andrew F. Ketterson, titled "The Cultural Resources of Golden Spike National Historic Site," in accordance with Executive Order 11593 and National Park Service Resources Basic Inventory program, not only details these archeological and historic remains at the Summit, but those in all areas of the park.

The Summit area is the location, not only of the structural remains documented by Anderson and Ketterson and in the List of Classified Structures, but, it also contains a monument erected in 1919 by the Southern Pacific Railroad (in 1885 the Southern Pacific absorbed the Central Pacific) to commemorate the

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CONTINUATION SHEET DESCRIPTION ITEM NUMBER 7 PAGE 2

place where the railroads first met. In 1958 a bronze plaque was added to the concrete obelisk monument, which is approximately eight feet high, to indicate that Golden Spike is a National Historic Site. The monument is included in the nomination as an early twentieth century memorial to the national significance of the joining of the rails, at a time at the end of World War I when national pride and patriotism were at a peak.

Most of the noncontributory park developments, such as the Visitor's Center, administrative offices, and maintenance and housing structures for park personnel, are at this 160-acre Summit area. The Visitors' Center and Administrative complex is a single story stone and frame structure of approximately 6,600 square feet. It contains an exhibit room in the north wing, and a maintenance workshop and foreman's office in the south wing. Immediately to the west of the Center is a water tank, an engine house, a fire cache, an administrative office trailer, and a quarters trailer that houses two people. East and directly behind the Visitors' Center is a large visitors' parking area. To the south, about 100 feet from the Center, is a septic tank; an National Park Service well is approximately 200 feet east. The contributory 1919, 8-foot concrete obelisk monument constructed by the Southern Pacific Railroad is about 25 feet directly northeast of the center. See the Cultural Resource Base Map, sheet 12, for exact placement of these structures. As is indicated, the monument had been moved since the map was drawn.

About 1/2 mile southeast of the last spike site, is the modern locomotive storage building. This building is currently 4,800 square feet in size but will double once the proposed maintenance wing is added as called for in the park's General Management Plan. In addition, the first of two park residential houses will be constructed in 1987 about 400 feet south of the engine house.

Noncontributory structures erected by the National Park Service serve an important interpretive function in commemorating events at the Summit. In addition to the Interpretive Center and museum, there are two 1979 working replicas of the locomotives that met on May 10, 1869. Also approximately 2 miles of reconstructed railroad track at the last spike site run of track has been laid in front of the Center. This is the area that attracts most of the summer visitors that number from 40,000 to 60,000 per season. Visits to the other two sections of the park are by self-guided automobile tour. A parking lot on the East Slope accommodates visitors to that area.

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CONTINUATION SHEET    DESCRIPTION    ITEM NUMBER    7    PAGE 3

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2. East Slope

Contributory features:

Worker Encampment Groups A-K; P

- Group A    UTM 12/378240/4613415
- Group B    UTM 12/377760/4611500
- Group C    UTM not given, see Cultural Resource Base Map  
          for approximate location; now included in  
          park boundaries as of 1980 acquisition.
- Group D    UTM 12/377390/4610580  
          12/377500/4610575
- Group E    UTM 12/377420/4610500
- Group F    UTM 12/376708/4609947
- Group G    UTM 12/376040/4609340
- Group H    UTM 12/376000/4609270  
          12/375960/4609140
- Group I    UTM 12/374800/4609277
- Group J    UTM not given, see Cultural Resource Base Map  
          for approximate location
- Group K    UTM not given, see Cultural Resource Base Map  
          for approximate location
- Group L    UTM 12/365680/4602700
- Group P    UTM not given, see Cultural Resource Base Map,  
          sheet 4, for approximate location

Parallel Grade and Construction remains

- CP bridge site #1    UTM 12/373023/4610015
- UP culvert #1        UTM 12/375310/4609190
- UP trestle site #1    UTM 12/375310/4609190
- UP culvert #2        UTM 12/375948/4610217
- UP trestle site #2    UTM 12/376915/4610815  
  (the Big Trestle)
- CP fill #2            UTM 12/376870/4610890  
  (the Big Fill)
- CP trestle #1        UTM 12/377880/4612960
- CP trestle #2        UTM 12/377919/4612992
- CP bridge site #2    UTM 12/379465/4614115
- point 177            UTM 12/377442/4610460

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NATIONAL PARK SERVICE

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

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CONTINUATION SHEET DESCRIPTION ITEM NUMBER 7 PAGE 4

Most of the physical remains of the construction and maintenance of the railroad are in the East Slope area that stretches across the Promontory Range from its eastern base at Blue Creek to the summit. The trestles, culverts, grades, cuts, and fills illustrate every stage except tunneling, of mid to late nineteenth century railroad construction in the United States. The basal portions of the CP telegraph poles that run up the East Slope on the UP grade are an additional feature that illustrates the communication infrastructure constructed during this era.

Both of the CP culverts in this section are stone. Culvert No. 1 is located under a shallow fill, which was beneath the trestle that stood at trestle site No. 1. There are no dimensions available for this culvert, but culvert No. 2, also stone, is 24.4 meters by .61 meters by .41 meters.

It is probable that the two original trestles that remain and are on the East Slope, were built by the Mormon firm of Benson, Farr and West. This firm had the grading contract for the CP line between Ogden and Promontory. Trestle No. 1 was built in 1889, not 1869 as previously thought. Trestle No. 2 was intended to replace No. 1 and was constructed in 1938. The Southern Pacific never bothered to remove No. 1, however. That part of the track was eliminated from the main line in 1904, when the Lucin cut-off across the Great Salt Lake was completed. Telegraph maintenance trains continued to use it until it was torn out in 1941, when the whole line finally was abandoned. Though neither remaining trestle dates to 1869, Trestle No. 1 is almost 100 years old and is an historic structure in its own right. Both trestles are instructive examples of early railroad construction. Stabilization and restoration of the two trestles has been recommended in the "Historic Preservation Plan for Trestles No.1 and No.2" (CSC for Rocky Mountain Region, National Park Service, October 18, 1985). Trestle No.1 is in a particularly precarious state of deterioration, and its complete restoration may be necessary for its survival. It is constructed of large timbers of single span. Bulkheads have angled wings of approximately 45 degrees at both the upstream and downstream ends. There are four columns on the west abutment, which is supported on a sill with four wood piers below. The east abutment has five columns and a foundation of a timber mud sill. A cap beam, upon which the beams of the span rest, terminates the columns of each abutment. Four girders have been placed under the previous location of each rail. Above these are cross-ties and guard timbers at the ends of the ties. Originally there was cross-bracing across the face of the columns. This no longer exists; there are two upper braces placed along the bottom side of the deck span between the caps of the abutments.

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Trestle No. 2 is in considerably better condition due to its age and to creosote treatment of its wooden components. It is a three-span heavy timber structure, spanning across a 43 foot wide drainage. Five wooden, battered piles driven into the ground support the two abutments and two interior bents. Diagonal cross-braces support each of these bents, and 14 inch square cap beams sit on the piles and support the 8 inch by 18 inch girders that carry the 8 inch by 8 inch railroad ties.

It was once recommended that the UP "Big Trestle" No.4 be reconstructed from detailed photographs that still exist. (David G. Battle, "Historic Structures Report: Railroads Trestles, Golden Spike National Historic Site," June, 1971). Completed on May 5, 1869, this trestle was 400 feet long and a 85 feet high. Built as a temporary means to avoid filling the deep gorge the track had to cross, it was considered by contemporary observers to be clumsy and dangerous. The "Big Fill," consisting of 10,000 cubic yards of earth and necessitating rock cuts that consumed 1,500 kegs of black powder, was the safer and more substantial method used by the CP to cross the gorge. Remains of both the UP "Big Trestle" abutments and the CP "Big Fill" are in the East Slope section. Their significance is that they represent last frantic efforts by the two railroads to win the race to Promontory and thus gain national acclaim, priority for an Ogden terminus, and anticipated Federal subsidies.

The second category of contributory features present in both the East and West Slope sections of the park are over 340 Worker Encampment remains associated with the domestic lives of the Promontory workmen during the final stages of transcontinental construction from 1868-1869. Only one "hell-on-wheels" or "end-of-the-track" town other than Promontory, has been documented within the park boundaries. This is Camp Deadfall, which was also on the East Slope, but of which no significant physical evidence remains. An 1869 photograph by Alfred Jackson Russell, indicates it was large enough to house only a few people. Most construction workers lived neither in one of the two towns, nor in the railroad cars occupied by some of the "prestigious Irish tracklayers." Rather, historical and archeological evidence indicates that most dwelled in dugouts and tent camps. Remains of these dwellings are scattered in 16 clusters over the entire 15.6 mile length of the park, and in some areas outside park boundaries. Each major construction effort -- major fills, earth and rock cuts, and trestles -- has an adjacent cluster of 15 to 20 structural remains. These include dugouts, leveled tent platforms, raised hearth areas, rock covered mounds, trenches and pits, foundations and low rock covered mounds, trenches and pits, foundations and low rock walls that probably were covered with tents or tops, and several intact rock fireplace chimneys. Little artifactual evidence has been collected at these sites, though that with

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informational value has been incorporated into the park's collections, with established principles of provenance. (Adrienne Anderson, "Ancillary Construction on Promontory Summit, Utah," and Anderson and F.A. Ketterson, "The Cultural Resources of Golden Spike National Historic Site.")

3. West Slope

Contributory features:

Worker Encampment Groups L-O

Group L	UTM 12/365680/4602700
Group M	UTM 12/364520/4602480
Group N	UTM 12/364210/4603120
Group O	UTM 12/364060/4603760

Parallel Grades and Construction remains

CP culvert #1	UTM 12/364310/4603580
point 116	UTM 12/364360/4602720
point 117	UTM 12/364380/4602650
CP culvert #2	UTM 12/365180/4602820
CP culvert #3	UTM 12/365320/4602820
"Y" points	
A	UTM 12/371450/4608720
B	12/371430/4608460
C	12/371210/4608570
CP culvert #4	UTM 12/365810/4602640
CP culvert #5	UTM 12/366100/4602760
CP culvert #6	UTM 12/367420/4604220
CP culvert #7	UTM 12/369370/4606510

The West Slope also contains many remains of construction worker campsites such as pit houses, lean-to shelters, rock walls, trash pits, and rock chimneys. From the summit area to the southwest, the parallel CP and UP grades follow the floor of Promontory Hollow. This section of the park also includes a 3.2 mile portion of the CP grade on which it laid its well-known "ten miles of track in one day," and portions of the UP grade that were never used because when the April 1869 order established Promontory Summit as the meeting point of the two lines all UP work to the west stopped. The partially completed rock cuts, fills, culverts, and other incomplete phases of work together provide an excellent illustration of railroad construction processes of the era.

UP culvert No.1 was built in 1916, of three inch lumber on all sides, and has low receding wood retaining walls. Its dimensions are 33 feet by 36 inches by 24 inches. Culvert No. 2 is mostly stone but the last one to one and a half

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meters on the north side is wood. Total dimensions are 34 feet by 30 inches by 24 inches. Culvert No. 3 is wood, also built in 1916, and is 22 feet by 36 inches by 24 inches. Culvert No. 4 is stone with massive stone lintels, and is 40 feet by 20 inches by 30 inches. Culvert No. 5 is 40 feet by 24 inches by 36 inches, and also is stone with a massive facing. Culvert No. 6 is stone, with dimensions of 50 feet by 16 inches by 24 inches. Culvert No. 7 is wood with all four sides lined with three by twelve inch lumber, and is 20 feet by 24 inches by 36 inches.

Further description of archeological sites:

INVENTORY OF HISTORIC FEATURES  
(PARK NUMBERING ELLIS LEFEVRE'S SYSTEM)

Golden Spike Inventory

- 1-48--park photos and miscellaneous
- 49--backdirt pile, west grade
- 50--unfinished cut, Union Pacific (UP) grade
- 51--Central Pacific (CP) cut
- 52A-G--Group O--structural remains
- 52B--circular pit structure with firehearth remains
- 53A-D--circular pit structure with firehearth remains
- 54A-P--circular pit structure with firehearth remains
- 54I--structure with rock fireplace and chimney
- 55--UP spoil pile, cut and fill
- 56--unfinished UP cut and fill
- 57--excellent example of UP fill work: rock and dirt
- 58--CP wooden culvert 1 with 7 11 16 carved on both sides of culvert lintel
- 59--UP dirt fill area, unfinished
- 60--rock fill on west UP grade, just west of unfinished UP cut (#61)
- 61--Up unfinished cut ("Gunsight" cut)
- 62--CP cut
- 63--drill marks in CP cut (#61)
- 64--drill marks in CP cut (#61)
- 65--Group M--structure remains
- 66A-B--Group M--structure remains
- 67--Group M--structure remains
- 68--Group M--structure remains
- 69A-L--Group M--structure remains
- 70--Group M--structure remains
- 71--stone culvert
- 72--UP collapsed downstream side of #71



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- 73--CP stone culvert with wooden extension on north side (upstream side)  
74--400' boundary markers  
75--CP wood culvert with 7 14 16 carved on upstream side lintel  
76A-E--structural remains - north of tracks (A-C)  
77--unburied UP stone culvert  
78--CP stone culvert (3)  
79--CP cut  
80--UP cut, drill marks  
81--CP stone culvert (2)  
82--unfinished UP fill  
83--Ten miles of track sign (Stop 4)  
CP stone culvert  
84--gravel pit, post-dates the railroad  
85--in-place ties along siding into gravel quarry, private land (take off to gravel pit off of park-lower grade)  
86--in-place ties along siding into gravel quarry, private land (take off to gravel pit off of park-lower grade)  
87--CP wooden culvert  
88--CP wooden culvert  
89--CP grade, after 1960 washed out trestle  
90--last UP cut, UP grade (Stop 2)  
91--picture placing elevations markers  
92--CP siding, "Hill-top" cut  
93--Clark trestle area, UP grade  
94--Clark trestle span and Clark cut, UP grade  
95--fill from Clark cut  
96--fill from Clark cut  
97--Clark cut, UP grade  
98--(Park #98 is igloo-like structure in Chinese Arch area) structural remains on hill southeast of last UP cut--pit house  
99--(Park #99 is cluster of ruins in Chinese Arch area) pit house, hill southeast of last UP cut  
100--(Park #100 is cluster of 12 pit structures, RBI numbers 223-235) pit house, hill southeast of last UP cut  
101--(Park #101 is cluster of 12 pit structures, RBI numbers 223-235) pit house, hill southeast of last UP cut  
102--(Park #102 is RBI structure 121A) pit house, hill southeast of last UP cut  
103--(Park #103 is structure in Chinese Arch area) stone walled structure on hill southeast of last UP cut  
104--(Park #104 is RBI structures 251 and 252 in Chinese Arch area) pit structure area southeast of last UP cut  
105--(Park #105 is RBI structure 250) pit structure on hill southeast of last UP cut

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- 106--(Park #106 is a ruins group in the Chinese Arch area) pit structure on hill southeast of last UP cut
- 108--washed out trestle on CP grade--park photo
- 109--washed out trestle on CP grade--park photo
- 110--photo of historic box elder tree
- 111--photo of pump south of the visitor center
- 112A-I--Group N--structural remains (rock structures and pit structures east of #54-#112A-H)
- 113--Group N--structural remains (rock structures and pit structures east of #54-#112A-H)
- 114--A-Group N--structural remains (rock structures and pit structures east of #54-#112A-H)
- 115--Group N--structural remains (probably a catchment basin)
- 116--structural remains, not in a group (dugout--2 structures)
- 117A, B--structural remains, not in a group (structure and built up hearth)
- 118
- 119
- 120A-C--Group F--structural remains
- 121A-C+21A park #102--pit structure on hill southeast of last UP cut
- 122--
- 123A-C--Group E--structural remains
- 124A-F--Group E--structural remains
- 125A-K--Group D--structural remains
- 126--pit structure area of last UP cut
- 127--pit structure area of last UP cut
- 128--pit structure of last UP cut--pit structure lined with rock
- 129--rock structure, east of last UP cut area--rock using natural outcrop
- 130--rock structure, east of last UP cut area--rock using natural outcrop
- 131--rock structure, east of last UP cut area--rock using natural outcrop
- 132--rock structure, east of last UP cut area--rock using natural outcrop
- 133--outcrop and fallen rock--north slope--last UP cut area
- 134--outcrop and fallen rock--north slope--last UP cut area
- 135--section two arroyo cave
- 136--Group K--edge of arroyo pit house
- 137--Group K--edge of arroyo pit house
- 138--Group K--edge of arroyo pit house
- 139--area of historic material culture--glass, tin cans, etc.
- 140--rock lined pit structures--east slope of last UP cut area
- 141--rock lined pit structures--east slope of last UP cut area
- 142--rock lined pit structures--east slope of last UP cut area
- 143--rock lined pit structures--east slope of last UP cut area
- 144--pit structure dug out east slope--last UP cut area
- 145--pit structure dug out east slope--last UP cut area

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- 146--pit structure dug out east slope--last UP cut area
- 147--pit structure dug out east slope--last UP cut area
- 148--rock and dirt mound or dwelling--east slope--last UP cut area
- 149--pit structure--east slope--last UP cut area
- 150--pit structure--east slope--last UP cut area
- 151--pit structure--east slope--last UP cut area
- 152--pit structure--east slope--last UP cut area
- 153--pit structure--east slope--last UP cut area
- 154--pit structure--east slope--last UP cut area
- 155--pit structure--east slope--last UP cut area
- 156--rock pile--east slope--last UP cut area
- 157--flat area--rock walls-- east slope--last UP cut area
- 158--pit structure--east slope--last UP cut area
- 159--pit structure--east slope--last UP cut area
- 160--pit structure--east slope--last UP cut area
- 161--pit structure--east slope--last UP cut area
- 162--outcrop--vague rock wall--east slope--last UP cut area
- 163--outcrop--rock wall--flattened area--east slope--last UP cut area
- 164--mound
- 165--historic material culture--east slope--last UP cut area
- 166--park entrance sign area
- 167--park entrance sign area--large rectangular pit structure
- 168--park entrance sign area--large rectangular pit structure
- 169--park entrance sign area--large rectangular pit structure
- 170--park entrance sign area--large rectangular pit structure
- 171--park entrance sign area--large rectangular pit structure
- 172--park entrance sign area--large rectangular pit structure
- 173--park entrance sign area--large rectangular pit structure
- 174--park entrance sign area--large rectangular pit structure
- 175--park entrance sign area--large rectangular pit structure
- 176--park entrance sign area--large rectangular pit structure
- 177--Group E: large rock mound south of park entrance sign--field stone and structure
- 178--Group D: large pit--rectangular, north of road--entrance sign area
- 179--Group D: pit structure--entrance sign area--north of road
- 180--Group D: pit structure--entrance sign area--north of road
- 181--Group D: pit structure--entrance sign area--north of road
- 182--Group D: pit structure--entrance sign area--north of road
- 183--Group D: pit structure--entrance sign area--north of road
- 184--Group D: large pit structure--entrance sign area--north of road
- 185--Group D: large pit structure--entrance sign area--north of road

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- 186--Group D: large pit structure--entrance sign area--north of road
- 187--Group D: large pit structure--entrance sign area--north of road
- 188--large flat area with rock mound at one end
- 189--Group D: large pit structure--north of road--entrance sign area
- 190--Group D: large pit structure--north of road--entrance sign area
- 191--Group D: large pit structure--north of road--entrance sign area
- 192--Group D: large pit structure--north of road--entrance sign area
- 193--Group D: large pit structure--north of road--entrance sign area
- 194--rock pile--flat area
- 195--pit structure--evidence of pot hunting
- 196--pit structure--evidence of pot hunting
- 197--pit structure--evidence of pot hunting
- 198--pit house--near road
- 199--pit house--near road
- 200--pit house--near road
- 201--pit house--near road
- 202--pit house--near road
- 203--pit house--near road
- 204--pit house--near road
- 205--pit house--near road
- 206--pit house--near road
- 207--pit house--near road
- 208--pit house--near road
- 209--pit house--near road
- 210--pit house--near road
- 211--pit house--near road
- 212--pit house--near road
- 213--pit house--near road
- 214--Group D: entrance sign area--north of road--west area
- 215--Group D: entrance sign area--north of road--west area
- 216--Group D: entrance sign area--north of road--west area
- 217--Group D: entrance sign area--north of road--west area
- 218--Group D: entrance sign area--north of road--west area
- 219--Group D: entrance sign area--north of road--west area
- 220--Group D: entrance sign area--north of road--west area
- 221--Group D: entrance sign area--north of road--west area
- 222--Group D: entrance sign area--north of road--west area
- 223--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 224--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 225--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures

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- 226--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 227--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 228--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 229--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 230--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 231--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 232--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 233--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 234--parks #100 & #101--tent platform--flats southwest of Chinese Arch area  
--unnamed structures
- 235--parks #100 & #101--tent platform--flats southwest of Chinese Arch arch  
--unnamed structures
- 236--dugout in bank--flats southwest of Chinese Arch area--unnamed structures
- 237--dugout in bank--flats southwest of Chinese Arch area--unnamed structures
- 238--rock rubble, flat--north slope, last UP cut area
- 239--leveled areas below Salisbury's cut
- 240--leveled areas outside of hill, below Salisbury's cut
- 241--leveled areas below Salisbury's cut
- 242--leveled areas below Salisbury's cut
- 243--leveled areas below Salisbury's cut
- 244--leveled areas below Salisbury's cut
- 245--rock shelter--east side of rock outcrop, east end of Chinese Arch area
- 246--pit structure--Chinese Arch area
- 247--rock wall--Chinese Arch area
- 248--rock wall--Chinese Arch area
- 249--rock wall--Chinese Arch area
- 250--pit structure--Chinese Arch area--Park #105
- 251--pit structure with rock--Chinese Arch area--Park #104 against outcrop
- 252--pit structure with rock--Chinese Arch area--Park #104 against outcrop
- 253--pit structure with rock--Chinese Arch area--Park #104 against outcrop
- 254--pit structure and dugouts--new area--some rocklined structures
- 255--pit structure and dugouts--new area--some rocklined structures
- 256--pit structure and dugouts--doorway--rocklined structures
- 257--pit structure and dugouts
- 258--pit structure and dugouts

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- 259--pit structure and dugouts
- 260--pit structure and dugouts
- 261--pit structure and dugouts
- 262--pit structure and dugouts
- 263--pit structure and dugouts
- 264--pit structure and dugouts
- 265--pit structure and dugouts
- 266--pit structure and dugouts
- 267--pit structure and dugouts
- 268--pit structure and dugouts
- 269--pit structure and dugouts
- 270--pit houses and dugouts
- 271--pit houses and dugouts
- 272--pit houses and dugouts
- 273--pit houses and dugouts
- 274--pit houses and dugouts
- 275--pit houses and dugouts
- 276--pit houses and dugouts
- 277A, B--limestone caves
- 278--pit structure dugout south of Chinese Arch area
- 279--pit structure dugout south of Chinese Arch area
- 280--pit structure dugout south of Chinese Arch area
- 281--cave at Chinese Arch
- 282--pit structure--south of Chinese Arch area
- 283--rock walls--on top of east end of UP's Little Mack's cut
- 284--Russel's cave
- 285--pit structure
- 286--pit structure
- 287--pit structure
- 288--pit structure
- 289--pit structure
- 290--pit structure--west of Chinese Arch
- 291--pit structure--west of Chinese Arch
- 292--pit structure--west of Chinese Arch
- 293--pit structure--west of Chinese Arch
- 294--rock structure--west of Chinese Arch
- 295--rock wall structure--west of Chinese Arch
- 296--pit structure--west of Chinese Arch
- 297--pit structure--east of Chinese Arch
- 298--pit structure--east of Chinese Arch
- 299--pit structure--east of Chinese Arch
- 300--pit structure--east of Chinese Arch
- 301--pit structure--east of Chinese Arch

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- 302--pit structure--east of Chinese Arch
- 303--pit structure--east of Chinese Arch
- 304--pit structure--east of Chinese Arch
- 305--pit structure--east of Chinese Arch
- 306--pit structure--east of Chinese Arch
- 307--rock pit structure, north of #121
- 308--pit structure between tracks at Chinese Arch
- 309--Group A: pit structure north of Adam's Ranch
- 310--Group A: pit structure north of Adam's Ranch
- 311--Group A: pit structure north of Adam's Ranch
- 312--Group A: pit structure north of Adam's Ranch
- 313--pit structure south of road, west grade
- 314--pit structure south of road, west grade
- 315--
- 316--rock pile west of last Union Pacific cut

(See following drawings for location of above sites)

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CONTINUATION SHEET SIGNIFICANCE ITEM NUMBER 8 PAGE 1

Entrepreneurs had envisioned a trade route connecting the East and West Coasts overland, and then by water to Europe and the Orient, from the time of the first successful experiments with the steam locomotive in the early part of the nineteenth century. Interest intensified in the 1830s and 1840s with numerous public meetings, debates, and press promotion prompted by John C. Fremont's western exploration and the Mexican War. One prominent 1840s promotor was New York merchant Asa Whitney, active in the China trade, who presented the first fully devised plan before Congress with the support of sixteen state legislatures. Congress failed to act on Whitney's proposal, but henceforth the Pacific Railroad was a highly charged public issue. Finally in 1862, the federal government passed legislation to subsidize the Central Pacific and Union Pacific Railroads in construction of the first transcontinental rail line.

The Act of 1862, authorized the Union Pacific Railroad as the first corporation chartered by the federal government since the Second United States Bank, to build west from Omaha, Nebraska, until it met the Central Pacific Railroad Company of California, privately incorporated under state law in 1861, building from Sacramento. The Act also authorized extension of the California charter of the CP, for that company to push east beyond state borders until it connected with the UP. The government aided both railroads in this heroic construction effort with land grants and monetary subsidies, amidst national confusion, excitement and scandal.

That the joining of the rails occurred in 1869 and at the Summit of the Promontory Mountains was the result of a joint resolution of Congress on April 10, 1869, that:

The common terminus of the Union Pacific and the Central Pacific railroads shall be at or near Ogden; and the Union Pacific Railroad Company shall pay for and own the railroad from the terminus aforesaid to Promontory Summit, at which the rails shall meet and connect and form one continuous line (quoted in Robert Utley, "Special Report on Promontory Summit, Utah," NPS, Region Three, 1960, 42).

This intensified a competitive construction race by the UP and CP, each to build more mileage than the other into Promontory in order to gain advantage in the form of additional federal land grants and subsidies. The race to lay the most track began in earnest in 1864, when an Amendment to the original Railroad Act of 1862, permitted issuance of two-thirds of the government bonds promised, upon completion of any 20 mile section without it having to be continuous with previously completed sections. In addition, the original land



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grants were doubled from 5 to 10 sections per mile. The Railroads were then permitted by an Amendment of 1866 "to work for an extent not to exceed 300 miles in advance of the continuous completed lines." (Public Acts of the 39th Congress of the United States, Session I, 1866, Chapter 159, section 2). The construction race provoked by the legislation, produced the 15.6 miles that are preserved of the 200 miles of parallel grade constructed before, and in the month that followed passage of the resolution designating Promontory as the meeting point.

As the first phase of the vast communication and transportation infrastructure built in the decades that followed, completion of the first Pacific Railroad signified the integration of the western half with the eastern half of the nation. The bonding was political as well as physical.

Sectional conflict in the 1850s, produced an added level of motivation to the commercial one for a transcontinental communication and transportation system to bind the West to the Union cause. Now the rationale of national preservation in light of the sectional rift, was sufficient to justify federal involvement in construction of the rail and telegraph line. The Railroad and Homestead Acts of 1862, reflected a melding of commercial and ideological interests. It was no coincidence that after four decades of public debate, the first federal Railroad Act was passed in the middle of the Civil War. Amendments of 1864 and 1866 increased federal bond issues and land grants to the two Railroads to speed up construction. At the same time, Congress passed and President Lincoln signed the Homestead Act, also in 1862, as incentive for the westward expansion of the "free soil, free labor" ideology that was the essence of the Union cause in its battle against the southern slave system. Now the vision of a grand international commerce combined with that of a free farming frontier to accommodate the self-sufficient and independent yeomen farmer of Thomas Jefferson's ideal society, and to block expansion of slavery into western territories. Thus commerce and idealism gave the transcontinental railroad both a material and a symbolic national significance.

The heavy subsidization of the Pacific Railroad by the federal government also marked public acceptance of the idea of federal aid for internal improvements debated since the founding of the Republic. Propelled by the liberal land laws and a more efficient, less arduous means of transportation, the westward movement greatly accelerated in the post-Civil War decades until the frontier of abundant land and resources officially was declared at an end in the Census of 1890. By accelerating the influx of American immigrants and facilitating the transport of military supplies, personnel, and general communication of the Federal government with the West, the railroad was the means by which the

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Federal government with the West, the railroad was the means by which the American Indian population was displaced by the dominant white society, both physically and culturally. The communication and transportation system represented by the CP and UP telegraph and railroad lines was the means, thereby, that cultural homogeneity was strengthened and a capitalist economic structure based on natural resource use firmly entrenched. As the overriding symbol of these events, the meeting of the rails at Promontory Summit has profound historical meaning.

2. Golden Spike also meets the conditions of Criterion C. Construction of the 1,775 mile transcontinental railroad was an engineering and human feat of epic proportions. The preserved 15.6 miles of parallel CP and UP Grade (LCS #11572), including two extant trestles, rock cuts, culverts, land fills, and other evidence of phases of construction, "embody the distinctive characteristics of a type, period . . . [and] method of construction. . . that represent a significant and distinguishable entity whose components may lack individual distinction."

The preserved section of the 200 miles of parallel grade exists as physical evidence of the high stakes of competition for Federal subsidies and land. But more relative to Criterion C, is that the remaining evidence of construction in the second half of the nineteenth century. A comparison of the techniques and progress of the two also demonstrates the relative level in craftsmanship and planning by each.

3. Finally, Golden Spike National Historic Site meets Criterion D as a site that has "yielded, or may be likely to yield" information important to the history of American social development and ethnic pluralism. The Worker Encampment sites (LCS #1173) now are numbered at 16 different clusters containing approximately 340 separate structural remains. The construction crews of the two railroads lived adjacent in camps to the grades usually near a particularly difficult phase of work such as large cuts, fills, and trestles. They were made up of distinctive ethnic and cultural groups -- Irish, Italian, and other Anglo-American groups with the UP, and about 12,000 Chinese employed by the CP by 1868. In addition, the Mormons who resided in the area held contracts on various phases of construction, such as the two remaining trestles.

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The worker camps were built in the 1868-1869 period of most frenzied construction and consisted of canvas tents stretched over mounded earth on rock-walled pits. The community at Promontory was more permanent, and physical remains of town life and railroading activity also are preserved there, though its integrity has been disturbed by subsequent development. These structural remains and documentary evidence that has been identified in archives and collections in the vicinity are a potentially rich source for a study of the lifeways, socioeconomic experience and inter-ethnic dynamics of these groups. (For a list of the location of documentary sources see James E. Ayres, "Archeological Survey of Golden Spike National Historic Site and Record Search for Promontory, Utah" [NPS, March 1982]).

Further significance of archeological sites:

The last few months of the overwhelming construction effort were spent on the Promontory Mountains during one of the harshest winters recorded in the region. However, work went on almost around the clock. Both the Union Pacific Railroad Company, building from the East and the Central Pacific, coming from California, hired a variety of specialized subcontractors to work on the major construction projects. The cuts, fills, trestles and heavy grade work were done by various specialized work parties. These subcontractors were Anglo-American. Furthermore, Mormon leader Brigham Young, once he recovered from the discovery that the railroad would not go through Salt Lake City, contracted for church groups, which generally were family and town units, to work for both railroad companies while they toiled in Utah. The infamous Union Pacific Irish tracklayers and the Central Pacific Chinese laborers and tracklayers were only a small part of the work force. Unfortunately, their notoriety has overshadowed the important contributions of other workers.

Historic records suggest that at one time there were several thousand workers on the flanks of the Promontories. Where did they live during the cold winter? The historic records (diaries, journals, newspapers, miscellaneous reports) and photographs document the notorious end-of-track "hell-on-wheels" towns with their boarding houses, saloons and campfollowers. But only one such town, Camp Deadfall, is documented for the Promontory Mountains.

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Alfred Jackson Russell's 1869 photograph of the town indicates that it certainly was not large enough to house many people. Furthermore, the construction workers were not able to live in railroad cars such as those occupied by the prestigious Irish tracklayers because they were working many miles ahead of the end of the line. The historic records do make slight reference to tent cities.

Clusters of what once were habitations are scattered across the entire Promontory range--along the 15-mile long park. Most of these are outside current park boundaries. However, each cluster is associated with a major construction effort. Each major fill, earth and rock cut, and trestle has a nearby cluster of 15 to 20 such structures. The Central Pacific's "Big Fill," Little Mack's Cut on the Union Pacific grade, and most unnamed large construction efforts have associated domestic features. However, as William Buckle's chapter indicates there is scant evidence of the work activities of the occupants because the camps were habitation areas. These clustered remains appear to reflect individual groups of workers concentrating on a major project. They also suggest family or community groups. Historic documentation suggests the former, although in some cases, such as the Mormon workers, these clusters of structures probably represent both work and family or community groups.

Sixteen clusters have been recorded. These include four basic structure types: pit structures, masonry foundations, leveled platforms, and dugouts. It is interesting to note, however, that each cluster is fairly homogeneous. Differences that do exist are usually variations of a major type.

PIT STRUCTURES

The most common structure type is, for the lack of a better term, a pit structure. Most of these are circular and have a pile of stone in one spot that indicates a fire area--either an open fire or stove area. Most pit features are in the open, but a few inhabitants appear to have taken advantage of large boulders and ridges for added protection against the elements. There are several variations of these pit remains. The most notable are large and rectangular, and

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SUMMARY

For a variety of management related reasons, no excavations have been undertaken at Golden Spike National Historic Site. Such work should provide data for more thorough and accurate interpretation of these structural remains. More importantly, nowhere in the archaeological literature is there information concerning the domestic structures and life of the average railroad construction worker, with the exception of the Chinese camps generally are limited to discussions of material culture and ethnic uniqueness.

The National Park Service has recently taken steps to protect these previously undescribed remains and include them within park boundaries. "In 1980, the park boundary was enlarged by Congressional action to include significant archeological sites associated with the railroad construction activity. Approximately 500 acres of land, now in private ownership, will be acquired as funds become available." (Adrienne B. Anderson, "Ancillary Construction on Promontory Summit, Utah: Those Domestic Structures Built by Railroad Workers," in Albert E. Ward, Forgotten Places and Things Archaeological Perspectives on American History, Albuquerque, NM: Center for Anthropological Studies, 1983, Contributions and Anthropological Studies No. 3)

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LEVELED PLATFORMS

A third readily discernible structure type probably represents a leveled tent platform. Some of these platforms even have their drainage trenches intact. The largest, approximately 12 by 36 feet, may represent a mess tent or headquarters of some sort. Some of these platform areas may be nothing more than leveled spaces for parking a wagon. Wagons, particularly the Conestoga type, were also used as habitations during the last frantic drive to complete the transcontinental railroad.

DUGOUTS

A fourth distinct type of structure represented by the Promontory Summit remains is the dugout. These are true pits purposely excavated into the side of a hill. Frequently, the pit is reinforced and lined with stone walls, and generally these dugouts occur along the side of a hill in rows. A similar array can be seen in A. J. Russell's 1869 photograph of a construction camp in Echo Canyon, Utah. In some areas, these were sod-covered structures.

OTHER REMAINS

In addition to these four dominating types of structures, there are other types of remains that occur in limited number: trash pits, rock shelters, and rock mounds. Whether these latter are rock-covered mounds or piles of rocks cannot be determined without excavation. In addition to constructed structures, the many naturally occurring caves in the limestone that outcrops throughout the area were used for habitations. In some cases, the mouths of these rock shelters appear to have been narrowed through the use of stone walls. This may be further evidence of the harsh 1869 winter.

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Average: 2203.20 Federal  
          532.08 Private  

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          2735.28

UTM References

Rozel Quadrangle

- A 12/363770/4604305
- B 12/363685/4604220
- C 12/364525/4602905
- D 12/364510/4602695

Golden Spike Monument Quadrangle

- C 12/364525/4602905
- D 12/364510/4602695
- E 12/365800/4602720
- F 12/365965/4602605
- G 12/370665/4608860
- H 12/370665/4608290
- I 12/370665/4608055
- J 12/371470/4608860
- K 12/371470/4608695
- L 12/371470/4608065
- M 12/371835/4609080
- N 12/372055/4609070
- P 12/374325/4609040
- Q 12/374315/4608480
- U 12/375040/4609020
- V 12/375030/4608460

Sunset Pass Quadrangle

- M 12/371835/4609080
- N 12/372055/4609070
- O 12/374350/4610050
- P 12/374325/4609040
- R 12/374480/4610050
- S 12/374640/4610050
- T 12/375065/4610050
- U 12/375040/4609020

Thatcher Mountain Quadrangle

- U 12/375040/4609020
- V 12/375030/4608460
- Z 12/375980/4609000
- AA 12/376980/4508440

Lampo Junction Quadrangle

- T 12/375065/4610050
- U 12/375040/4609020
- W 12/375150/4610065
- X 12/375140/4610050
- Y 12/375980/4609240
- Z 12/375980/4609000
- BB 12/376765/4611680
- CC 12/376750/4610880
- DD 12/376750/4610065

- EE 12/376765/4609240
- FF 12/377570/4611680
- GG 12/377570/4611530
- HH 12/377580/4611265
- II 12/377570/4610080
- JJ 12/377650/4612780
- KK 12/377815/4612780
- LL 12/379640/4614025
- MM 12/379560/4613960

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Golden Spike National Historic Site lies in the summit area of the major pass dividing the Northern Promontory and Promontory Mountains in the northern part of the Great Salt Lake Basin. Its boundaries generally follow the parallel grades and 400-foot right of way of the old Union and Central Pacific Railroads. Beginning at the western end of the park at UTM points A-B, the boundary extends southeast following the CP grade through points C-D and E-F. It then turns northeast for a total of approximately 7.25 miles, to points H-I where it extends to encompass the former site of the town of Promontory at the Summit area. Here the park forms a rectangle of 160 acres at points G, I, J, and L. At points J-K it narrows, again following the grade from the Summit in a northeast direction about 2.25 miles to the East Slope section of the park. At points R-S the boundary expands in a stairstep fashion passing through points O through II, to include not only the historic grade but many significant construction and worker encampment sites as well. Land acquisitions in 1980, included point H-1 and H-2, not indicated on the Cultural Resource Base Map. The approximate acreage of the East Slope section here is 1,694. The boundary again narrows at points GG-HH and extends northeast approximately 2.25 miles, ending at points LL-MM, at State Highway 83 and Blue Creek.

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**National Register of Historic Places  
Continuation Sheet**

ADDITIONAL  
INFORMATION

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

**NRIS Reference Number:**

**Date**

5/23/88

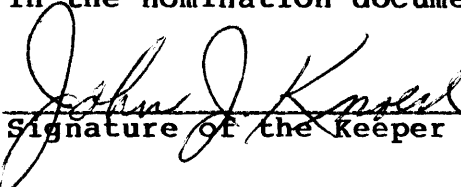
Golden Spike National Historic Site  
**Property Name**

Box Elder  
**County**

Utah  
**State**

Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

5/23/88  
Date of Action

-----  
**Amended Items in Nomination:**

Item 7. Condition.

The property is in Excellent Condition and is a Ruin with unexposed components.

Item 8. Period of Significance.

The period of significance ends in 1914.

Item 8. Pagination

change Item 8 page 6 "SUMMARY" to Item 8 page 8.

Verified by phone with:

Marci Culpin  
Regional Historian  
NPS Rocky Mountain Regional Office