

PREVIEW!

© 1969 ©
NATIONAL
GOLDEN SPIKE
CENTENNIAL
CELEBRATION



© May 10, 1869 Golden Spike Is Driven - The Nation United by Rail ©

On May 10, 1869, one hundred years ago, a spectacular chapter in American history came to an end. The era of the free trapper, the Pony Express, and the wagon train pioneer was ended when a Golden Spike was driven into a laurel railroad tie at windswept Promontory, Utah.

Leland Stanford of California's Central Pacific Railroad drove the spike with a silver sledge attached to a copper wire, and with the first blow, closed a telegraph circuit that signalled to a waiting nation:

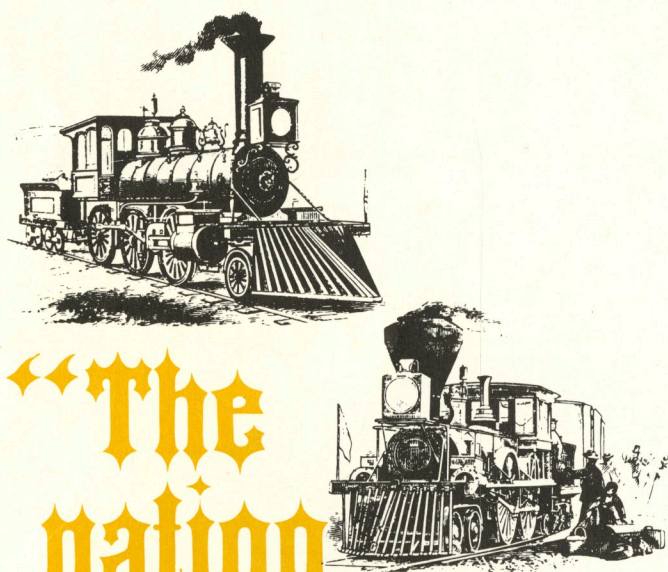
"The last rail is laid. The last spike is driven.

The Pacific Railroad is finished."

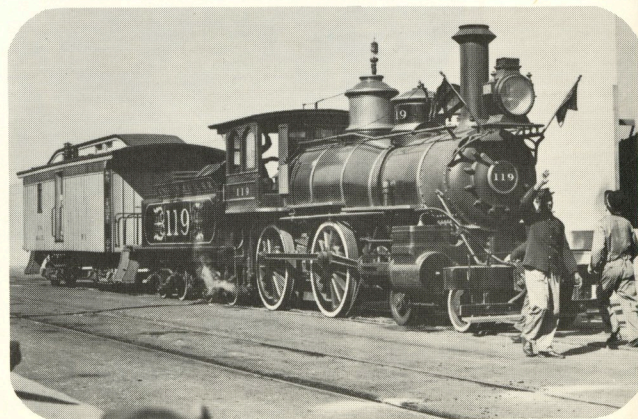
Union Pacific's engine No. 119 and Central Pacific's "Jupiter" inched forward to touch snouts, executives shook hands, workers exchanged champagne bottles and the nation went wild with joy as the telegraph message reached population centers via special wires set up to make the Golden Spike Ceremony the first event in history to be "broadcast" from coast to coast. President Grant made the official announcement in Washington. Philadelphia rang the Liberty Bell. There were 100-gun salutes in New York's Central Park, San Francisco and elsewhere. Te Deums were sung and special church services were held throughout the land. Festivities continued into the night with fireworks displays and speeches by dignitaries.

Newspapers heralded completion of the railway as one of the most significant events in the nation's history. It tied the East and West together, paving the way for development of the vast wilderness west of the Mississippi River.

Probably the first suggestion of a Pacific Railroad to appear in print was published in a weekly newspaper called "The Emigrant," in Ann Arbor, Michigan, in 1832. By 1844 the idea became popular with the public and a proposal for such a railroad was presented to Congress in 1848. The bill was debated for days and finally tabled after a close vote. But from 1850 to 1860 the question vied with that of slavery in public interest. Three presidents—Pierce, Buchanan and Lincoln—sent special messages to Congress strongly recommending the railroad's construction. Congress appropriated money for a survey to find a suitable route in 1851.

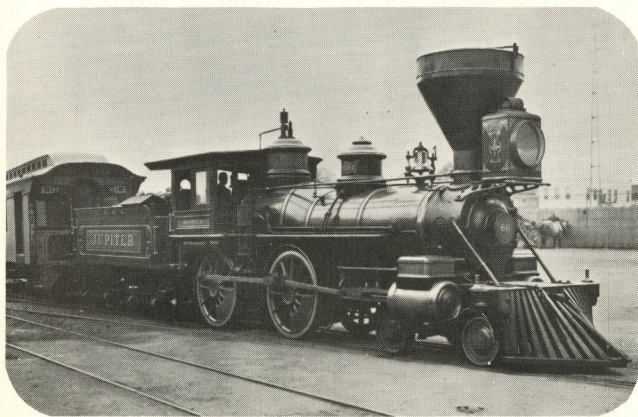


“The nation is united by rail”



Finally, on July 1, 1862, President Lincoln signed the Pacific Railway Act that created the first transcontinental railroad. Preliminary surveys of five practical routes had been made. The two northernmost routes ultimately were ruled out because they didn't reach California direct. And the two southernmost were eliminated because they ran through Confederate territory. That left the central route, which for years had been the route followed by fur traders and trappers, emigrants, the Overland Stage and the Pony Express.

Because of the Civil War, President Lincoln assigned the railroad construction task to private enterprise. The Railway Act created the Union Pacific Railroad and authorized it to build westward from Omaha. The Central Pacific Railroad (a California company already in exist-



ence) was authorized to build eastward from Sacramento.

The U.S. government granted the railroads right-of-way through public domain, plus 10 alternate sections of land per mile on each side of the railroad within the limit of 10 miles. In return, the railroads were required to move government freight, personnel, military goods and mail at half rate for more than 80 years—through two world wars—before Congress in 1946 decided the land had been paid for 9.6 times over and repealed the reduced rate requirement.

Construction of the transcontinental railroad began in 1866 and concluded in 1869. The builders, surveyors, engineers, graders and tracklayers battled deep snow in the California Sierras and bitter cold in the Wasatch Mountains of Utah and the Wyoming plains. Side by side with federal troops they fought costly skirmishes with Indians who realized that the man-made trail meant an end to their free way of life.

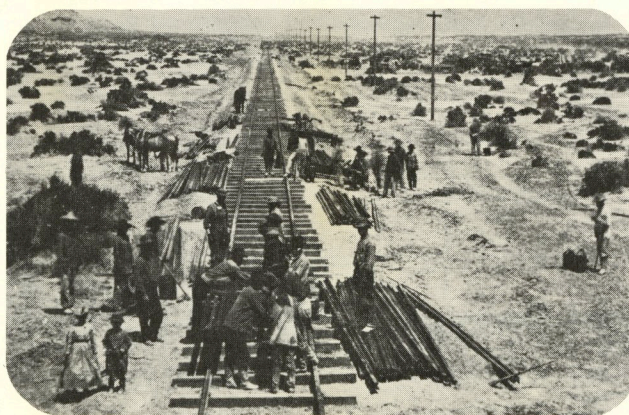
The logistics of the construction job were unprecedented. Rails and other supplies for the Central Pacific were shipped around Cape Horn; ties for the Union Pacific were hauled across hundreds of miles of treeless prairie. Locomotives were hauled across the ice of the yet unbridged Missouri River. Horses, scrapers, hand shovels, the pickaxe and black

powder were the most modern tools available in this non-mechanized era.

Union Pacific crews, mostly made up of Irish immigrants, pushed across the plains and Chinese laborers of the Central Pacific tunneled and laid track across the high Sierras of California and across the Nevada desert territory toward Promontory. After the Civil War, freed slaves and former soldiers from both sides were added to the work crews. In Utah, Brigham Young — bitterly disappointed when told the railroad would bypass Salt Lake City by swinging north of the lake — nevertheless put Mormon contractors to work building the grades and embankments for both lines. In all, Union Pacific laid 1085 miles of rail and the Central Pacific 690 miles.

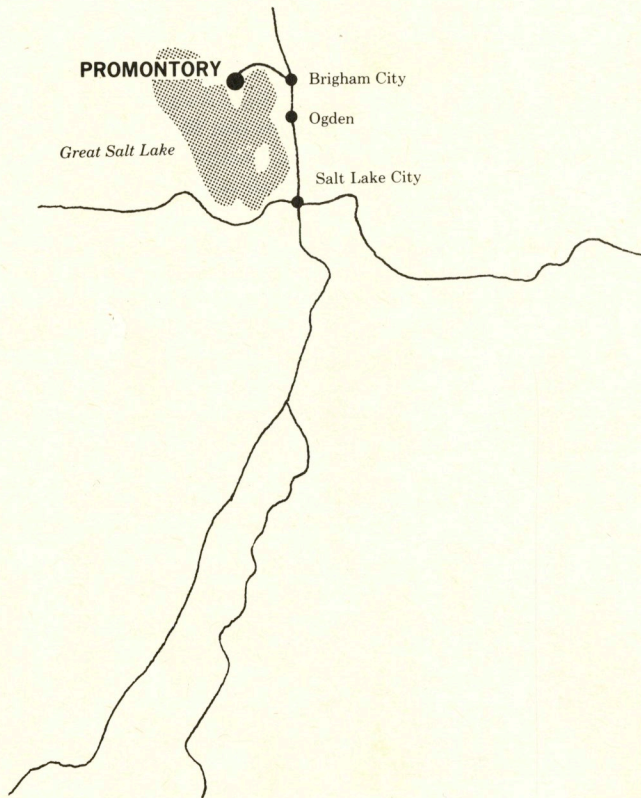
Then on May 10, 1869, the nation and the world awaited the joining of the tracks—a ceremony that would bind the East to the West and shorten travel time between the Atlantic Pacific and between England and Australia! Work trains brought Chinese and Irish laborers to Promontory. A Central Pacific special from Sacramento and Union Pacific's "Palace Cars" from Omaha brought celebrities to the 50-foot gap in the rails. Newspaper correspondents, "camp followers," immigrants, civic leaders, the Twenty-First Infantry, Mormon farmers and youngsters swelled the crowd.

The laurel cross-tie from California, beautifully polished and bearing a silver plate, was set into place. Idaho, Montana, Arizona and Nevada furnished silver spikes, but attention turned to the California spike fashioned from \$400 worth of gold by a San Francisco jewelry firm which charged \$25.24 for its work. On it was inscribed: "The Last Spike — the Pacific Railroad, ground broken January 8, 1863; completed May 10, 1869."



At approximately 1:30 p.m. Promontory time, Leland Stanford stepped forth with his wired silver-headed spike maul, swung at the final gold spike—reputedly missed—but the telegraph circuit was closed and the nation united by rail!

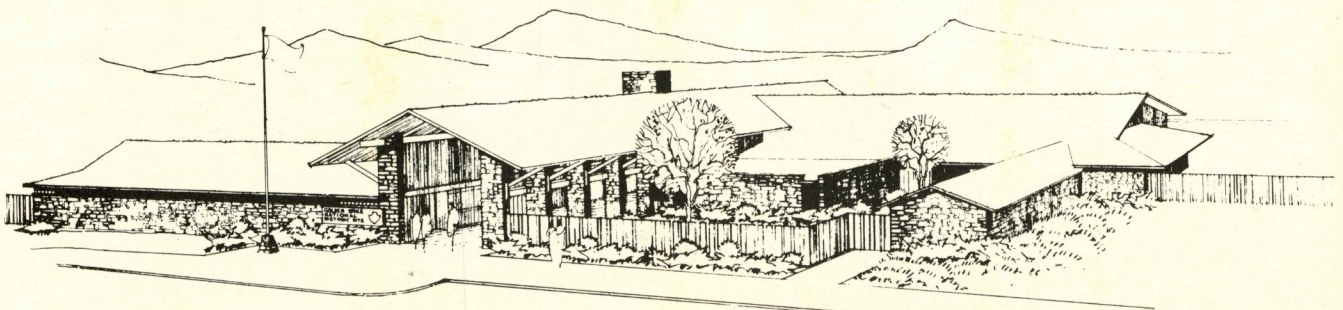
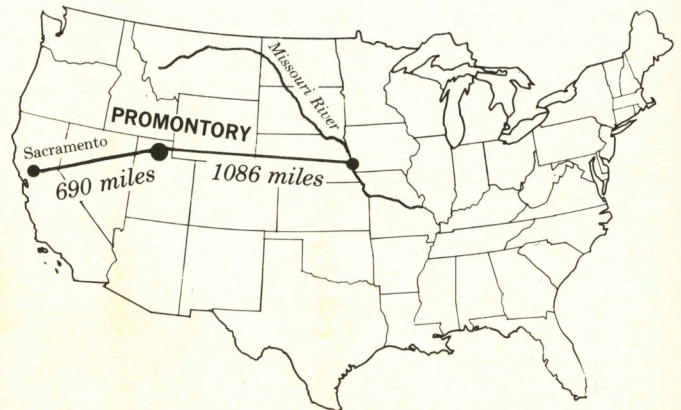
© National Historic Site ©



PROMONTORY, UTAH

Central Pacific and Union Pacific Railroads concluded their construction work on the transcontinental line at Promontory Point, Utah, 28 miles west of present-day Brigham City, Utah. The Great Salt Lake lies only a few miles away. From Promontory an official message was flashed to President Grant on May 10, 1869:

"The last rail is laid! The last spike is driven! The Pacific Railroad is completed! The point of junction is 1086 miles west of the Missouri River and 690 miles east of Sacramento City."



VISITOR CENTER

The National Park Service has constructed a half-million dollar Visitor Center-Museum and adjoining facilities to commemorate the Golden Spike Centennial. The building contains a lobby, information desk, auditorium (for the showing of a 20-minute movie on the Transcontinental Railroad), an orientation room,

exhibit room, historian office and a reference library for railroad research.

In addition, the entire historical scene and atmosphere of Promontory when the Golden Spike was driven has been recreated. The track has been restored to its original place, telegraph lines set up and other items redeveloped.

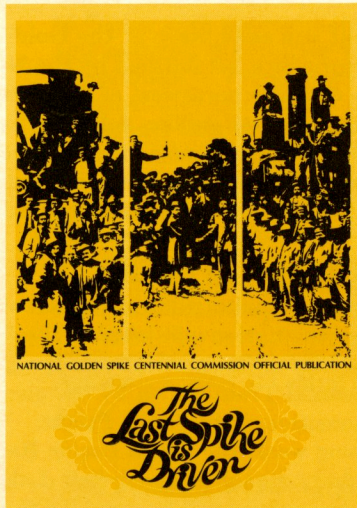
© Special Activities ©

HOW TO ORDER MEDALLIONS

To order your Golden Spike Centennial Medallion, send your name and appropriate money to:

*Executive Director, Field Operations
Golden Spike Centennial Celebration Commission
Room 2419, Federal Building
Ogden, Utah 84401*

1 5/16" Bronze Medallion	\$ 2.50 each
2 1/2" Bronze Medallion	7.50 each
2 1/2" Silver Medallion	25.00 each



SPECIAL CENTENNIAL ISSUE OF THE UTAH HISTORICAL QUARTERLY

An official Golden Spike Centennial issue of the Utah Historical Quarterly is available upon request. Published January 1, 1969, this document can be obtained by sending \$1.50 to the Utah Historical Society, 603 E. South Temple, Salt Lake City, Utah. In it will be the following articles:

- Leonard J. Arrington, "The Significance of the Building of the Railroad on the Development of the West."
- Gerald M. Best, "Rendezvous at Promontory (The railroad equipment present on May 10, 1869)."
- F. A. Ketterson, Jr., "Golden Spike National Historic Site. Development of an Historical Reconstruction."
- Robert Athearn, "Brigham Young and the Union Pacific Contract."
- Brigham D. Madsen, "Corinne, Utah - Gateway to Montana Mines."
- Jack Goodman, "Early Travel Along the New Railroad."
- Everett L. Cooley, "Charles R. Savage Diary."
- Dr. J. N. Bowman, "Driving the Last Spike."
- George Kraus, "The Chinese and the Building of the Central Pacific."
- David Mann, "The Undriving of the Golden Spike."

© Centennial Celebration Plans ©

MUSEUM DISPLAY

The National Park Service Visitor Center-Museum at Promontory will feature models of railroad equipment and maps and photos illustrating the \$90-million Union Pacific construction job carried out by Irish immigrants, Civil War veterans and freed slaves and of the difficult railroad construction job across the Sierras in California, chiefly carried out by Chinese track gangs under a \$75-million Central Pacific contract.

Visitors to the Golden Spike National Historic Site will find one mile of reconstructed track on the original roadbed, identical to that which existed 100 years ago.

GOLDEN SPIKE MEDALLIONS

In commemoration of the 100th anniversary of the first transcontinental rail route in this country, the U.S. Congress recently authorized the striking of special medals with suitable emblems, devices and inscriptions for the Golden Spike Centennial Celebration Commission.

The medallions, designed by Frank Casprarro, an engraver with the U.S. Mint in Philadelphia, are 1 5/16 and 2 1/2 inches in diameter. One side of the bronze and silver alloy medallions depicts the engines Jupiter and No. 119 nosing together against a mountain background. The inscription reads: "The Pacific Railway is Completed. May 10, 1869. The Central Pacific and Union Pacific Railroads Linking the Nation. Promontory Summit, Utah."

The opposite side shows the Golden Spike and a section of rail bearing the dates 1869 and 1969, with the inscription around the edge reading: "The Oceans United by Railway. Golden Spike Centennial Celebration Commission." The larger medal also includes the wording "Sacramento-Promontory-Omaha."

ORIGINAL GOLDEN SPIKE

The Golden Spike used in the 1869 ceremonies will be brought from its display at the Stanford University Museum at Palo Alto, California, for use in the May 10, 1969, reenactment.

It was fashioned from \$400 worth of gold by San Francisco Jewelers whose bill, including the cost of

engraving, was \$25.24. On one side is the inscription: "May God continue the unity of our Country as this Railroad unites the two great oceans of the world."

Attached to the original Golden Spike was a bulbous nugget which was broken off before the ceremonies and made into golden watch fobs and rings for President Grant, Secretary of State William H. Seward and other dignitaries.

Whereabouts of a silver spike, also used in the Promontory ceremonies, is not known. The last tie—of highly polished California laurel—was displayed at the Central Pacific Railroad's San Francisco office until both the office and the tie were destroyed in the 1903 earthquake and fire.

At noon, May 10, 1969, two relic steam locomotives, closely resembling the ballon-stacked "Jupiter" and the coal-burning No. 119, will occupy the same relative positions as did their predecessors of a hundred years ago as the Golden Spike Ceremony is realistically duplicated. Residents of Brigham City and Corrine, Utah, including many descendants of railroad builders and Mormon pioneers, will reenact the driving of the Golden Spike, utilizing the actual spike borrowed from Stanford University's museum for the occasion.

The reenactment will take place at the Golden Spike National Historic Site, established by the National Park Service, 90 miles northwest of Salt Lake City. At the site is the new half-million dollar visitors center, completed by the Park Service in cooperation with the Golden Spike Centennial Commission, state agencies and the Association of American Railroads.

TRANSPORTATION TO THE SITE

International and national dignitaries representing every segment of the nation will journey the 35 miles from Salt Lake City to Ogden, Utah on a special Golden Spike Centennial Train drawn by the giant Centennial class locomotive of the Union Pacific.

During the ensuing week, the Union Pacific Railroad will operate daily steam-powered Salt Lake-Ogden round trips; bus service will be provided from Ogden to the Golden Spike National Historic Site; and a noonhour reenactment of the spike driving will be a daily attraction.

© Calendar of Events ©

Events are scheduled throughout 1969 as part of the national observance of the centennial for the driving of the Golden Spike which united the nation by rail. The calendar includes events prior to May 10, events of the actual celebration week and follow-up events from Memorial Day to Labor Day designed to interest summer tourists.

GOLDEN SPIKE CENTENNIAL CELEBRATION EVENTS

May 6-7, — Golden Spike Railroad Symposium / All Day / University of Utah / Salt Lake City, Utah. Two-day Symposium, with papers being presented by leading railroad executives and historians. The Symposium will feature the past, present and future of the railroad industry and its economic impact on the United States.

May 8 — Golden Spike Empire Youth Symphony and Drama Festival / 8:30 PM / Fine Arts Auditorium / Weber State College / Ogden, Utah. A combined symphony, choral, drama and dance program presented by international and nationally recognized groups.

May 9 — Golden Spike Centennial Reception & Dance / 8:30 PM / Salt Palace / Salt Lake City, Utah.

May 10 — Pilgrimage to Promontory / 8:00 AM / Train leaves from Salt Lake City. Special train will carry guests to Ogden. Buses will then transport guests to Brigham City and on to Promontory Summit for actual reenactment ceremony:

- The Golden Spike Special from Salt Lake City to Ogden with approximately 1000 international and national dignitaries will participate in the "Pilgrimage to Promontory."
- Ogden City Reception / *Ogden, Utah.*
- Brigham City Reception / *Brigham City, Utah.*
- Dedication Ceremonies / *Golden Spike National Historic Site Museum & Visitors' Center.*
- Historic reenactment of The Driving of the Golden Spike* / *Promontory Summit, Utah.*

*This ceremony will be complete and authentic in accordance with historical records of the day. The original Western Union message flashed to the White House one hundred years ago will be repeated. The original golden spike and silver maul will be utilized and displayed. Authentic replicas of Central (now Southern) Pacific's

"Jupiter" engine and Union Pacific's "No. 119" engine will be displayed on tracks laid on the original roadbed in the exact location of one hundred years ago. The reenactment celebration will be concluded with swinging of the silver maul and dispatch of the message.

■ Golden Spike Luncheon / *Following Reenactment / Thiokol Facility, Utah.*

May 10 — Golden Spike Centennial Celebration Commission "Honors" Banquet / 8:30 PM / Lafayette Ballroom / Hotel Utah / Salt Lake City.

May 11 — Golden Spike Concert / 9:00 AM / Mormon Tabernacle / Temple Square / Salt Lake City, Utah. Special concert by the Salt Lake Mormon Tabernacle Choir to be held on Sunday morning in connection with the weekly national radio broadcast of the Choir.

May 11-18th — Golden Spike Special "Steam" Excursion Trains (Salt Lake-Ogden-Salt Lake). Bus to Promontory from Ogden. Daily reenactment Driving of Golden Spike at Promontory (1:47 p.m. MDT — June 1st to September 1st).

June 1-Sept. 1 — Daily reenactment Driving of Golden Spike at Promontory. 1:47 p.m. MDT. Pilgrimage to Promontory Days.

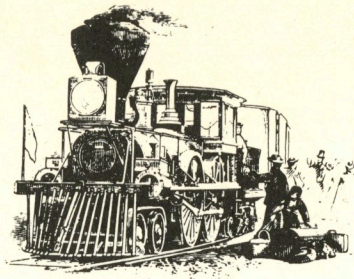
July 15-Sept. 15 — Amon Carter Museum of Western Art's exhibit: "A Century of Transcontinental Railroading" (Provo, Salt Lake City, Ogden, Brigham City, Logan).

July 20-26 — Intermountain West Pioneer Days Celebration (Ogden) Days of '47 Pioneer Celebration (Salt Lake City and most Utah communities).

July 26 — Golden Spike Railroad Parade (Ogden).

SPECIAL EVENTS

Utah historically celebrates Pioneer Days commemorating the arrival of Mormon Pioneers to Utah in 1847. The 1969 July celebration will recognize the railroad centennial with parades, pageants, rodeos, pilgrimages to Promontory, etc. ■ A Union Pacific "Museum Train" displaying period locomotives, cars, artifacts will tour Utah rail communities on a schedule to be announced. ■ Rail-fan steam locomotive trips will operate from Salt Lake City to several points, sponsored by National Railway Historical Society, Promontory Chapter (schedule to be announced).



GOLDEN SPIKE CENTENNIAL CELEBRATION COMMISSION

A federal commission created by the President of the United States to commemorate the 100th anniversary of the linking of our continent by railroad on May 10, 1869.

CHAIRMAN

Thomas M. Goodfellow
*President, Association
of American Railroads*

VICE CHAIRMAN

Hon. Frank E. Moss
United States Senate

MEMBERS

For the Senate

Hon. Wallace F. Bennett
Hon. Alan Bible
Hon. George Murphy

For the House of Representatives

Hon. Donald G. Brotzman
Hon. Laurence J. Burton
Hon. John E. Moss
Hon. Byron G. Rogers

For the Public

R. R. Bryant
*General Secretary and Treasurer
Brotherhood of Locomotive
Firemen and Enginemen*
W. Ashley Gray, Jr.
*President, General Steel
Industries, Inc., and
Chairman, Railway Progress
Institute*
Francis J. Melia
*Vice President
Union Pacific Railroad*
Robert L. Pierce
*General Solicitor
Southern Pacific Lines*

HONORARY MEMBERS

Hon. Walter J. Hickel
Secretary of the Interior
Hon. John A. Volpe
Secretary of Transportation

EXECUTIVE DIRECTOR FIELD OPERATIONS

Nathan H. Mazer
*Room 2419, Federal Building
Ogden, Utah 84401*

STATE OF UTAH GOLDEN SPIKE CENTENNIAL COMMISSION

The Honorable Calvin L. Rampton, Governor

George A. Christensen, *Chairman*
Salt Lake City, Utah

C. R. Rockwell
Salt Lake City, Utah

Ted Christensen
Bountiful, Utah

Mrs. Delone B. Glover
Brigham City, Utah

Wendell L. Hansen
Ogden, Utah

Joseph A. Sears
Ogden, Utah

Mrs. Kate B. Carter
Salt Lake City, Utah

Bruce Keyes
Brigham City, Utah

Harold G. George
Ogden, Utah

Mrs. Lewis L. Boothe
Brigham City, Utah

E. A. Bancroft
Salt Lake City, Utah

EX OFFICIO MEMBERS

Mrs. Bernice G. Anderson
Corinne, Utah

William T. Krueger
Brigham City, Utah

Murray M. Moler
Ogden, Utah

Dr. Everett Cooley
Salt Lake City, Utah

George Buzianis
Tooele, Utah

FOR FURTHER INFORMATION:

Nathan H. Mazer
*Executive Director, Field Operations
Golden Spike Centennial Commission
Room 2419 Federal Building
Ogden, Utah 84401
(801) 392-1969 or 399-1869*

ADDRESS PRESS INFORMATION REQUESTS TO:

Dave Rose, *Director*
*Utah Travel Council
Council Hall, State Capitol
Salt Lake City, Utah 84114
(801) 328-5681*