Rails East to Ogden: Utah’s Transcontinental Railroad Story

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Figure 1: Members of the Chinese Railroad Workers Descendants Association and National Park Service employees at the 2018 celebration of the Golden Spike. Left to Right: Judge Michael Kwan, Margaret Yee, Park Superintendent Leslie Crossland, Marie Lawrence, Willie Lawrence, and Utah State Representative Karen Kwan.

Figure 2: What remains of the railroad cross-ties at Matlin, 2020. Photo courtesy of Chris Dunker.

Figure 3: Overall map showing the stations discussed in this text.

Figure 4: Drawing of common “China Cookhouse” and “China Bunkhouse”, ca. 1880s.

Figure 5: Drawing of a common Section House floor plan, ca. 1880s.

Figure 6: Census demographics on the Utah line.

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Figure 8: Workers on the Lucin Cutoff, ca. 1900. Used by permission, Utah State Historical Society.

Figure 9: Southern Pacific building moved to the settlement of Grouse Creek sometime after abandonment, this building is in the color scheme (Colonial Yellow) of the SP during this period, photo dates to 1985. Used with permission of the Utah State University, Merrill-Cazier Library, Folklife Collection #21.

Figure 10: Southern Pacific building moved from a Utah Station, likely Terrace, around 1904 as part of the shift of railroad operations. Photo by Mike Polk, 2016.

Figure 11: Standard construction plan for a railroad grade, 1896. Fike and Raymond 1981.

Figure 12: Dove, or historically known as Duff, Creek Fill, east of Matlin. Photo by Elizabeth Hora, Utah State History, 2018.

Figure 13: Multiple Stringer trestle, photo by Cannon Heritage Consultants, 2018.

Figure 14: Single stringer trestle, photo by Cannon Heritage Consultants, 2018.

Figure 15: Stone culvert, placed into service in April 1869. Photo by Chris Merritt, Utah State History, 2016.

Figure 16: Open-Deck stone culvert, photo by Utah State History, 2016.