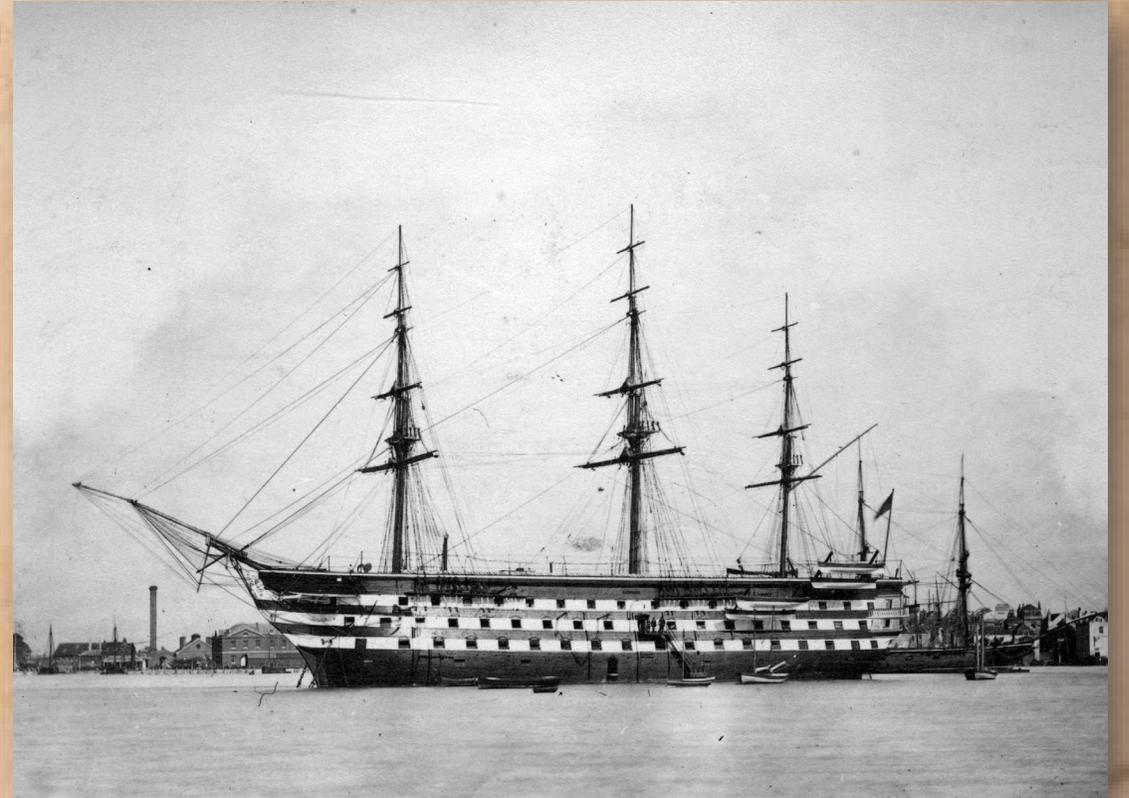


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**150th Anniversary**  
of the  
**Transcontinental Railroad**

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**May 10<sup>th</sup>, 1869 — May 10th, 2019**



**Before railroads, settlers heading to California either traveled overland by wagon or sailed around the tip of South America. The journey was long and often dangerous.**





**The Transcontinental Railroad was constructed by two companies.**

**The Union Pacific built westward from Omaha, Nebraska.**

**The Central Pacific built eastward from Sacramento, California.**

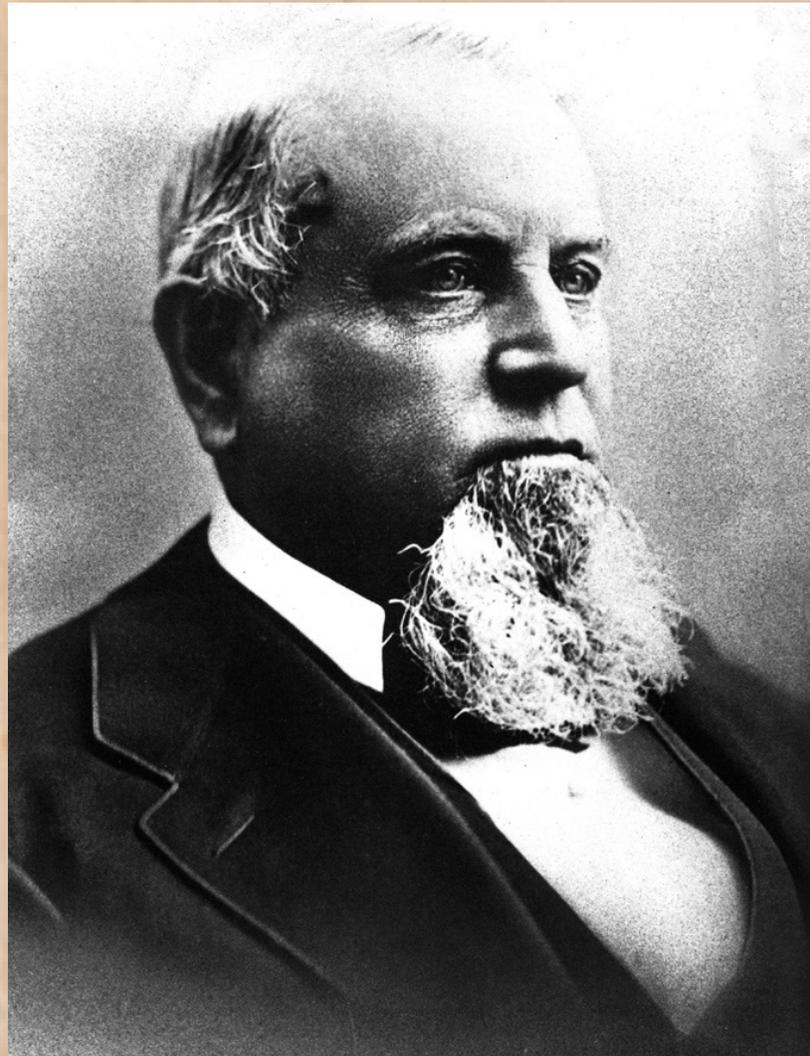
**The lines met at Promontory Summit in the Utah Territory.**

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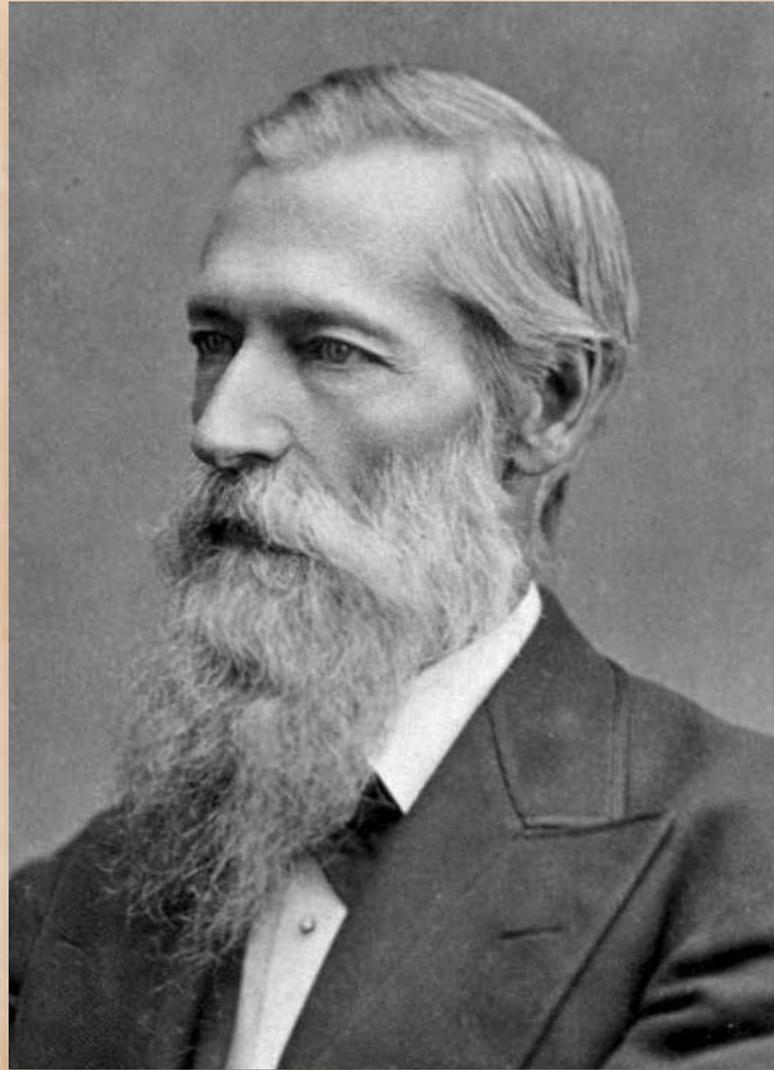
# **Central Pacific Leaders**

**The Big Four**

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**Charles Crocker was one of four main investors in the Central Pacific railroad.  
He served as construction supervisor.**



**Mark Hopkins served as Treasurer of the Central Pacific railroad.**



**Collis Huntington was a deal maker for the Central Pacific. He made plans with the Union Pacific to determine where the two railroad lines would meet.**



**Leland Stanford was President of the Central Pacific.  
He secured money from the state of California to build the railroad.**

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# **Union Pacific Leaders**

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**Dr. Thomas Durant was the main owner of the Union Pacific.  
He was responsible for managing the project and for raising money.**



**Major General Dodge, a Civil War hero from the Union Army, was Chief Engineer for Union Pacific.**



**John Casement was construction boss for the Union Pacific.  
He and his crews were excellent at laying railroad tracks.**

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# **Transcontinental Laborers**

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**The Central Pacific started building with Irish immigrant workers. However, the railroad needed more men, so it brought in workers from China.**

**By the second year of construction,  
nine out of ten Central Pacific workers -- nearly 12,000 -- were Chinese.**

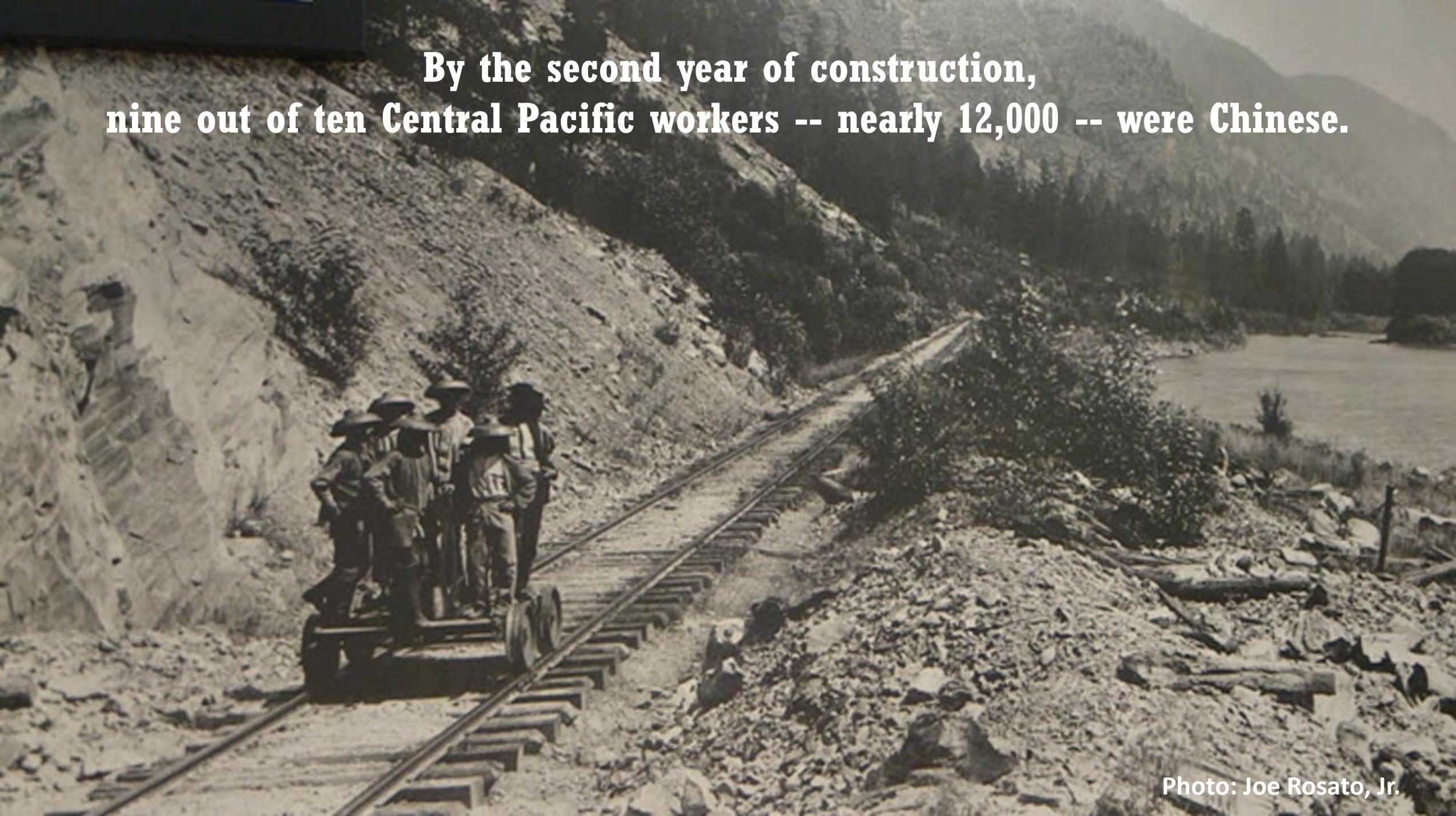


Photo: Joe Rosato, Jr.



**The Chinese workers were often treated unfairly by Americans, but without their skills, the Transcontinental might never have been built.**



**The Union Pacific workers included Irish immigrants, Civil War veterans, freed slaves, and Mormons who wanted statehood for Utah Territory.**

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# **Life on the Railroad**

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**Workers lived in makeshift camps right along the railroad line.**



**Living conditions in the camps were poor.  
Waterborne illness was a serious concern.  
One worker remembered, “To tell the truth, we all had the cooties”.**



**The Union Pacific railroad was built across empty prairie with no towns.  
There was very little to keep the men entertained but liquor.  
The railroad camps were often wild places.**



**Union Pacific workers lived in constant danger of attack from Native American tribes. The tribes knew that railroads would bring white settlers whose presence could bring an end to Native American way of life.**



**On the Central Pacific, workers endured difficult mountains, snowstorms, and avalanches. In the winter of 1866, over 40 feet of snow fell. It took 9,000 men, nearly half of CPs workers, just to keep the tracks clear.**

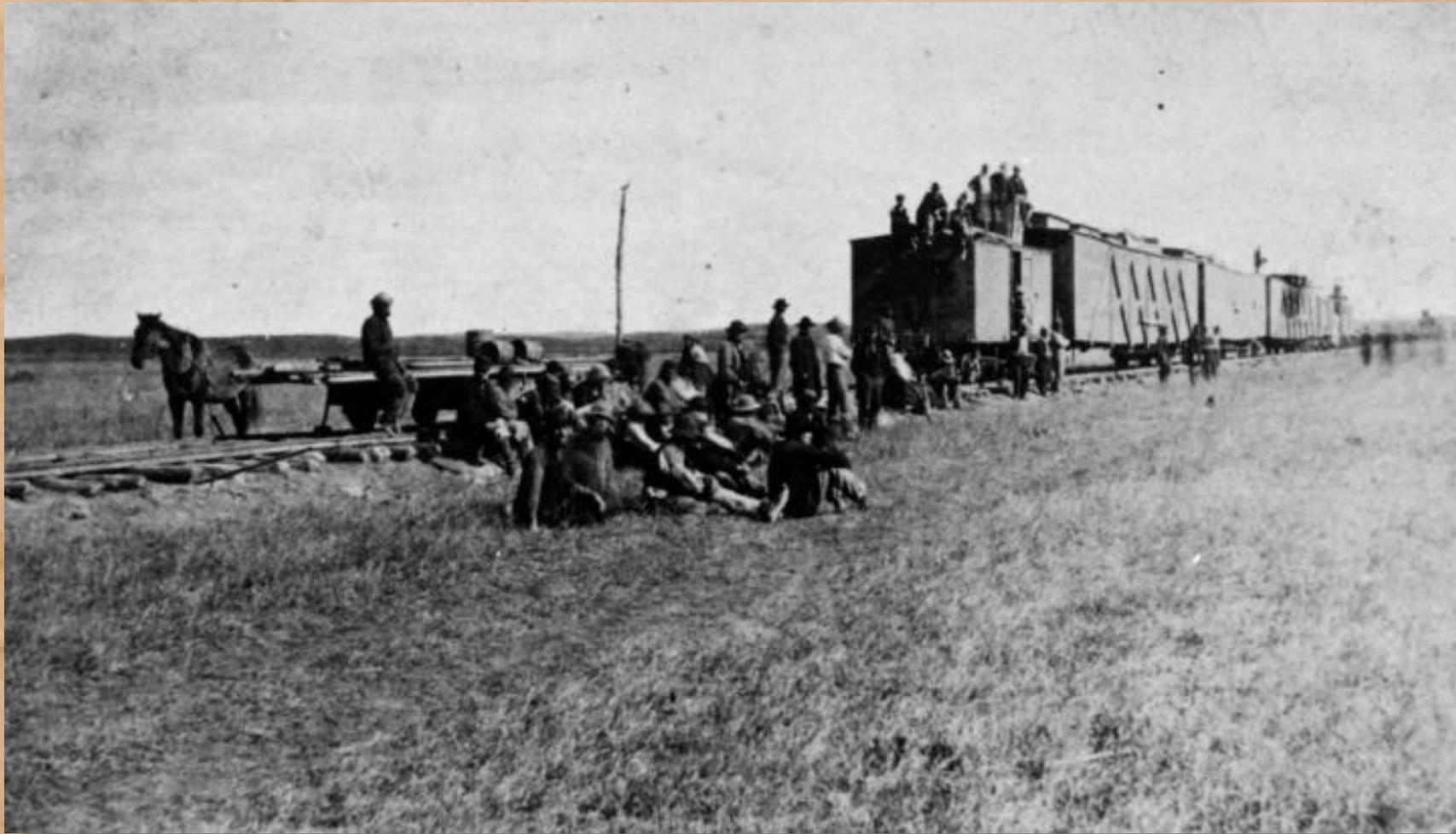
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# Construction

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**The Transcontinental Railroad was the largest construction project ever undertaken at that time in U.S. history.**



**On the empty, treeless plains, all construction materials, fuel, and supplies for men and animals had to be transported from the Missouri River. To supply one mile of track required about forty railcars.**



**Union Pacific workers laid one to three miles of track by hand each day. Crews worked seven days a week, 12 to 16 hours a day, with few weekends to themselves.**

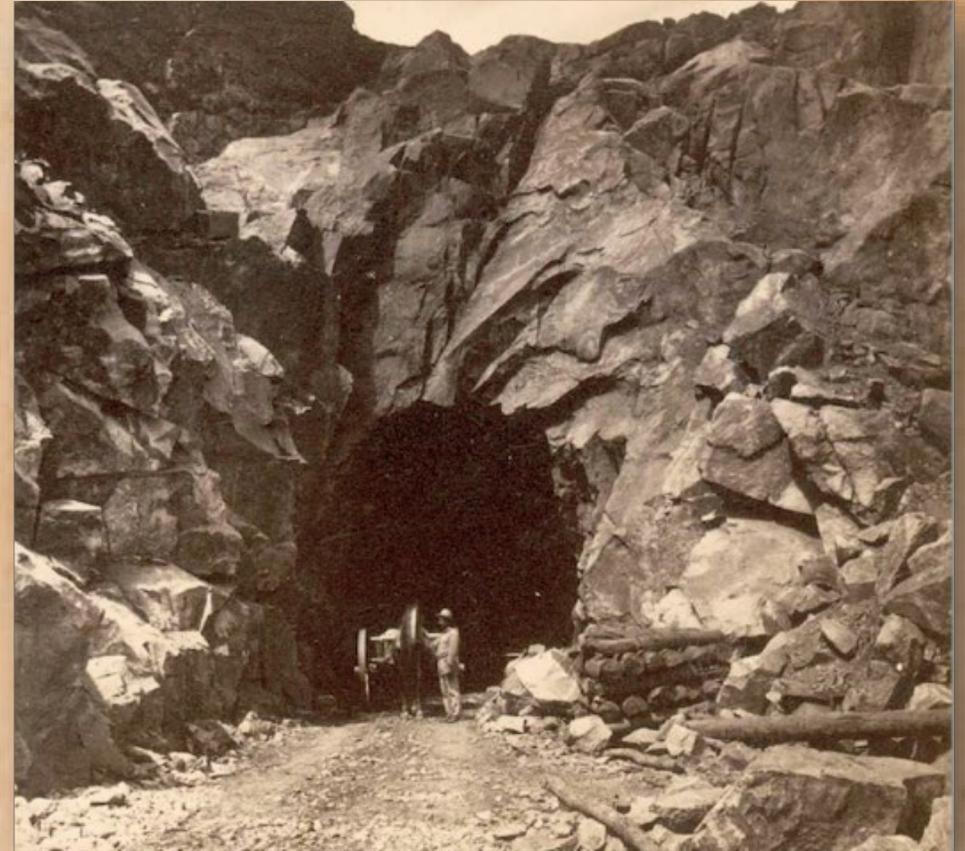
**A newspaper reporter present at the construction in 1866 wrote:**

**“It is a grand ‘Anvil Chorus’ that those sturdy sledges are playing across the plains. It is in triple time, three strokes to the spike. . .ten spikes to a rail, four hundred rails to a mile, eighteen hundred miles to San Francisco. Twenty-one million times are those sledges to be swung... before the great work of modern America is complete.”**





**Crews worked ahead of track layers to build bridges across rivers, canyons, and dry gullies. The 600 foot bridge near Dale Creek, Wyoming, was the longest on the Union Pacific route.**



**The Central Pacific faced very different terrain. To cross the Sierra Nevada Mountains, workers blasted a total of nine tunnels through sheer granite. Progress was sometimes measured in only a few feet per day.**

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# **The Ten Mile Day**

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**The Central Pacific's Charles Crocker boasted  
that his men could lay 10 miles of track in a day.**

**The Union Pacific's Thomas Durant bet Crocker \$10,000 that it could not be done.**



**On the day of the contest – April 28, 1869 – supplies were in place and 4,000 workers were ready. By noon, Central Pacific crews had laid six miles of track. Victory was all but assured.**

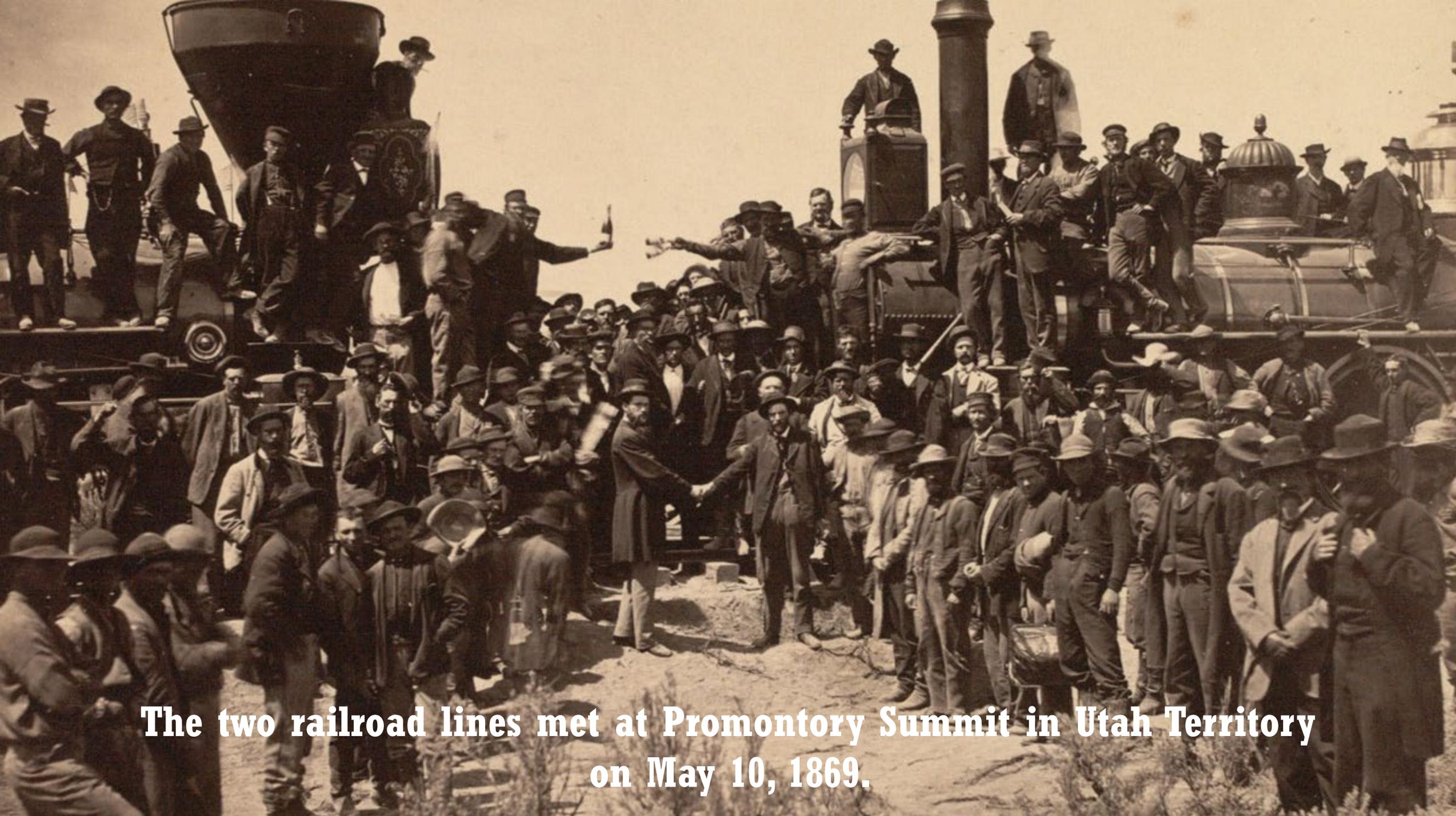
**The record set that day for track laid by hand has never been broken!**

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# **Promontory Summit**

## **Utah Territory**

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**The two railroad lines met at Promontory Summit in Utah Territory  
on May 10, 1869.**

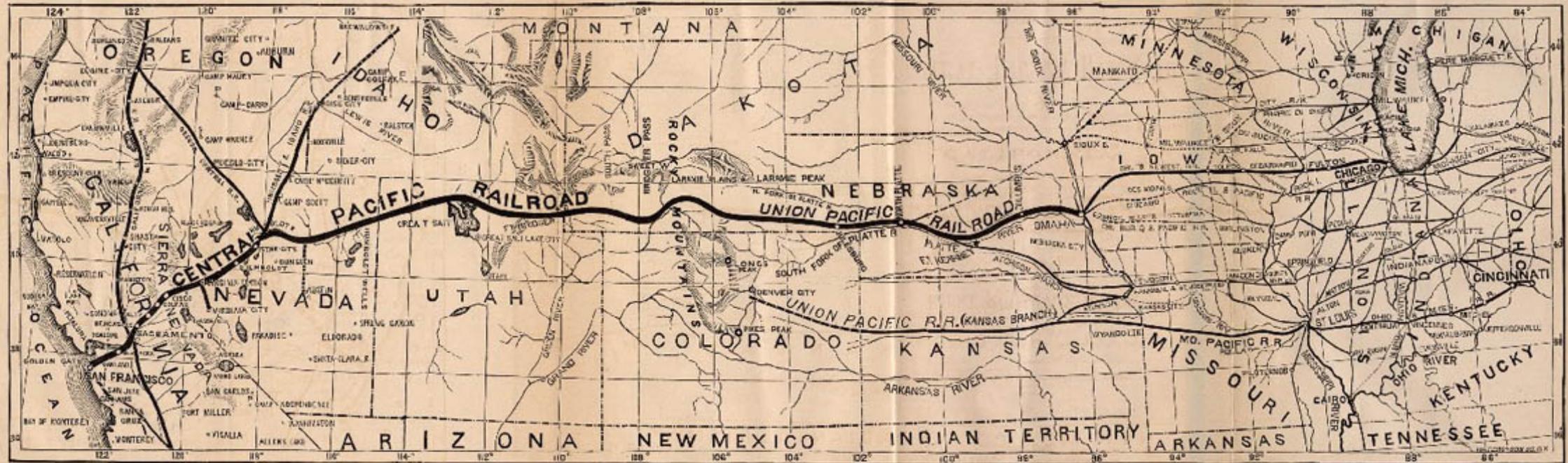


**A golden spike was made to celebrate the historic achievement.**

**Presidents of Union Pacific and Central Pacific took turns striking it into the ties.**

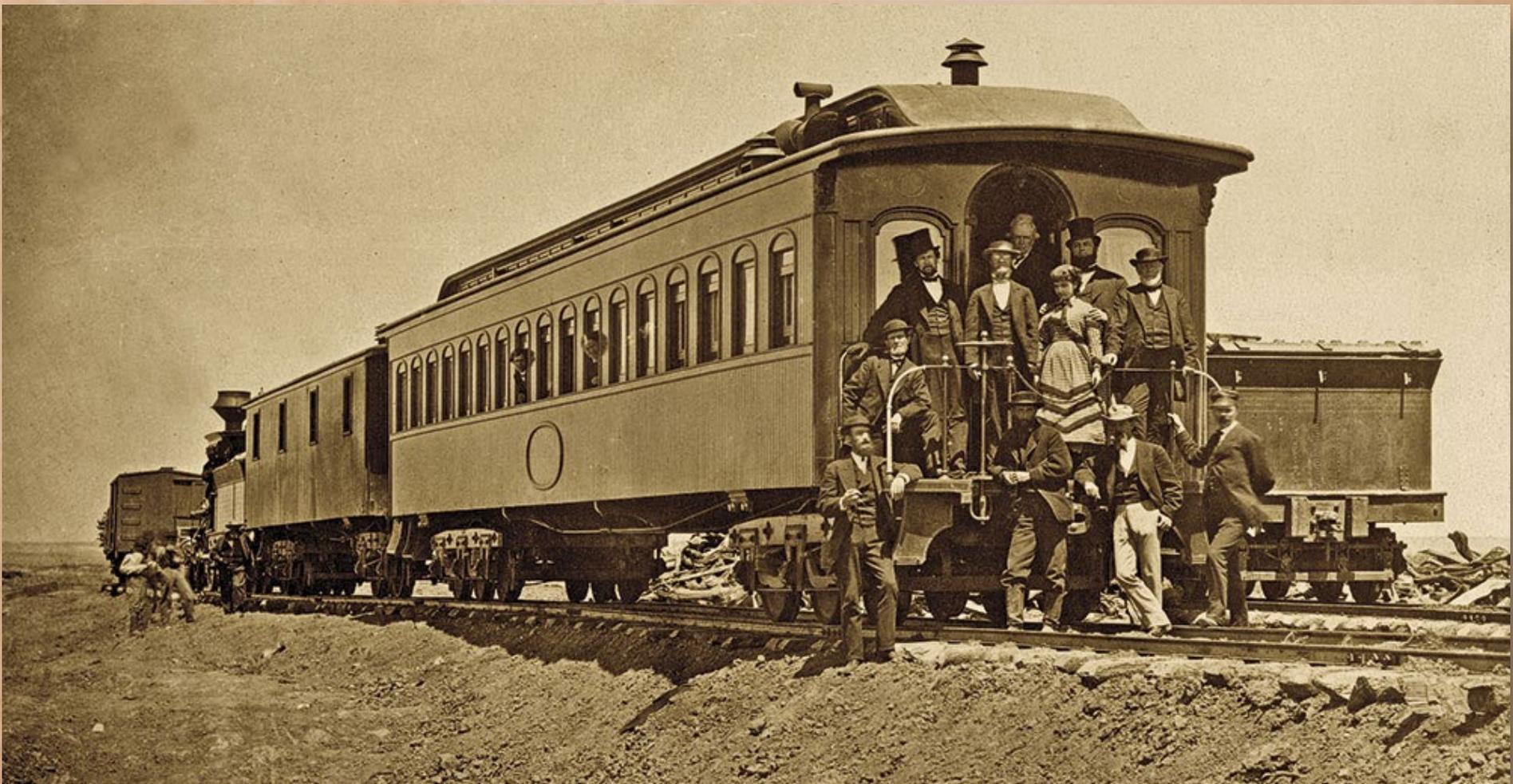
**Telegraph operators sent the message from coast to coast: D – O – N – E!**

# CENTRAL PACIFIC RAILROAD.



The principal portion of the MAIN STEM LINE ACROSS THE CONTINENT.

**After 1,907 miles and six long years,  
North America's first transcontinental railroad was complete.  
The nation was united by a ribbon of steel.**



**The Transcontinental Railroad was the internet of its day.  
It transformed every aspect of American life.  
Cross-country travel that used to take six months now took only six days.**

1869. MAY 10<sup>TH</sup>. 1869.

**Great Event!**  
RAIL ROAD FROM THE  
**ATLANTIC TO THE PACIFIC**  
**GRAND OPENING**  
OF THE

**UNION  
PACIFIC**  
RAIL-ROAD

Via Omaha and Platte Valley.

PASSENGER TRAINS LEAVE  
**OMAHA**  
ON THE ARRIVAL OF TRAINS FROM THE EAST.

**THROUGH TO SAN FRANCISCO IN LESS THAN FOUR DAYS**  
Avoiding the Dangers of the Sea!

TRAVELERS FOR PLEASURE, HEALTH OR BUSINESS WILL FIND A TRIP OVER THE ROCKY MOUNTAINS HEALTHY & PLEASANT  
**LUXURIOUS CARS AND EATING HOUSES ON THE UNION PACIFIC R. R.**  
PULLMAN'S PALACE SLEEPING COACHES run with all THROUGH PASSENGER TRAINS

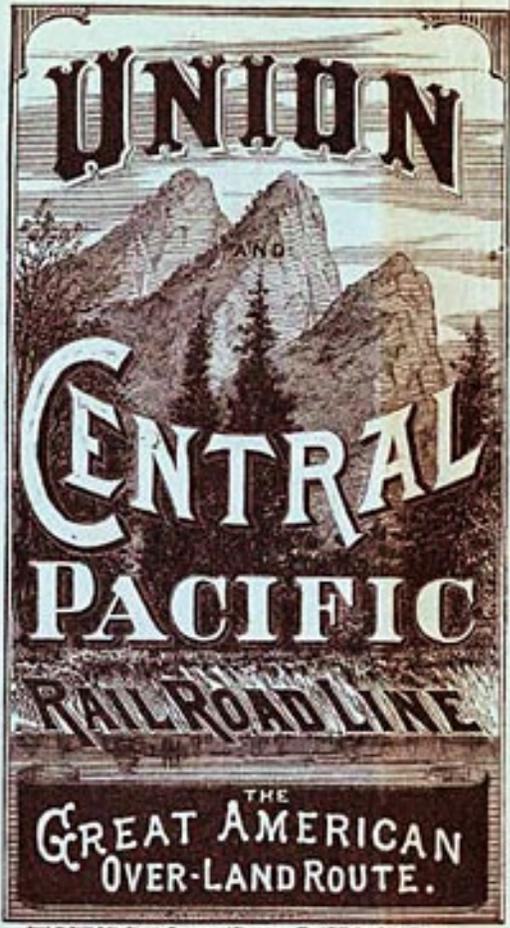
**GOLD, SILVER & OTHER MINERS**  
Near to the best and most fertile portions of Nebraska, Wyoming, Arkansas, Washington, Idaho, Colorado, Utah, Oregon, Missouri, St. Louis, Illinois, Nevada or  
**CALIFORNIA!**

CONNECTIONS MADE AT CHEYENNE FOR  
**DENVER, CENTRAL CITY & SANTA FE.**  
At Ogden & Corlume for HELENA, VIRGINIA CITY, S. LAKE CITY and Arizona.

THROUGH TICKETS for sale at all principal Railroad Offices. Be sure that they read Via **PLATTE VALLEY** or **OMAHA**  
COMPANY'S OFFICE TO LA SALLE ST. OPPOSITE CITY HALL AND OPPOSITE DEWEY SQUARE, CHICAGO. CHARLES E. HOBBS, TICKET AGT.

A. H. COOKE JOHN P. HART J. HUBB W. SNYDER

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**GREAT AMERICAN  
OVER-LAND ROUTE.**

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AVOID THE DELAYS  
—AND—  
DANGERS OF NAVIGATION  
—BY TAKING THE—



**UNION AND CENTRAL  
PACIFIC R.R. LINE**  
**OMAHA**

SAVE TIME, MONEY  
—AND—  
226 MILES IN DISTANCE TO  
**SAN FRANCISCO**  
AND ALL POINTS ON THE PACIFIC COAST.

**SPEED! COMFORT! SAFETY!**  
**STEEL RAILS,  
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UNION PACIFIC R.R. Omaha, Nebraska.	CENTRAL PACIFIC R.R. San Francisco, Cal.
5-27-69-311-Mt.	

Best, No. 100 & Co., Printers, Engineers and Electrotypers, 77 and 79 Madison Street, Chicago.

1869. May 10<sup>th</sup>. 1869.

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Will find a Trip over the Rocky Mountains Healthy and Pleasant.

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**The Transcontinental greatly accelerated settlement of the West.  
Railroads attracted settlers by advertising speed, comfort, and safety of rail travel.**

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**No nation on Earth has become  
a first world power without  
a transcontinental railroad.**

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