

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 788B
(Trestle "A")
11 miles west of Corrine
Corrine Vicinity
Box Elder County
Utah

HAER No. UT-64-A

HAER
UTAH
2-CORR.V,
1A-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

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- Location:** UTM: 12/388400/4606560
- Present Owner:** Southern Pacific Transportation Company, San Francisco
- Present Use:** The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.
- Significance:** This trestle is one of many remaining Promontory Route railroad trestles which were originally part of the first transcontinental railroad route across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

PART I. HISTORICAL INFORMATION

1. Date of construction: 1872
2. Railroad Structural Designation: 788B (at milepost 788.83)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1872-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: ties replaced, 1930; three 5 inch diameter stringers installed, 1933; four 8 inch stringers installed, 1936
8. Comments: The 1920 and 1941 Bridge Inspection Books¹ describe this trestle as a 28 foot, open deck structure with four 7-by-16-inch stringers. It is said to have an untreated pile handrail. The four-pile bents were shown as untreated. In 1930 ties were replaced and tie plating was done; in 1933 three stringers were installed and in 1936 four stringers were installed. Thus, it is possible that this trestle did not reach its full carrying weight strength until as late as 1936.

PART II. ARCHITECTURAL INFORMATION

The structure represents a simple two-span timber trestle with four-post bents suggesting that only "light loading" (use of E-45 locomotives) of the trestle was proposed.² The trestle deck is 29½ feet long and 7 feet 9½ inches wide. The top of the deck rests 5 feet 3 inches above the present water surface.

The bulkheads at each end of the trestle are made of four end-stacked 2-by-12-inch boards shored up (beneath the deck) by four 10-by-12-inch squared bent post timbers. Behind each bulkhead wing the boards rest against two 8-by-10-inch squared timber posts. The bulkhead wings are oriented at approximately 45 degree angles.

The four-post bents under the deck are paired with more space between the pairs to provide maximum strength under each rail. Atop each of the three four-post bents rests a 12-by-12-inch cap beam upon which rests two sets of three 8-by-16-inch stringer beams set on edge and extending the length of the trestle. Each set of three stringers is bolted together and positioned under each rail to provide maximum support. Ties measuring 8-by-8-inches square and resting atop the stringers once accommodated the steel rails.

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1. Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Books 1920 and 1941. On file at the Southern Pacific Transportation Company, San Francisco, California.
 2. Walter Loring Webb, *Railroad Construction, Theory and Practice*, New York: John Wiley & Sons, Inc., p. 210.

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Location of Trestle 788B ("A"). Taken from: USGS Public Shooting Grounds, Utah
Quadrangle 7.5' (1972).