

08 September 2005

TRACKLAYING RECORD OF THE CENTRAL PACIFIC by DAYS

27 July 1868 to 08 May 1869

Near Brown, Nevada to Promontory, Utah

The following data are taken from the original grading profiles of the Central Pacific Rail Road Company of California, name changed 23 June 1870 by eliminating the "of California". The profiles were drawn by the Engineering Department probably shortly after field surveys were made and the final route adopted by the owners. The field notes were sent to Sacramento for use in preparing the profiles. Then after completing the railroad line to Promontory and buying the Union Pacific track from Promontory to 5 miles north of Ogden these final original profiles were most probably re-drawn, the original copies of which are in the Nevada Historical Society in Reno, Nevada, having been donated to the Society on behalf of the Southern Pacific Transportation Company.

An engineering grading profile shows the contour of the ground at the center line of the railroad track. It also shows many other details of construction such as side tracks, curves, drainage structures (bridges, trestles and culverts), and often has notes of pertinent features such as wagon roads, in the 19th century, paved roads or streets in the 20th century, rail and ballast data, etc. These early profiles were kept in the Division offices with copies supplied to any party needing such information.

The earliest notation of tracklaying appearing on the profiles was near the station of Brown, Nevada, west of Lovelock, since re-named Toy, and was in response to management's need to know how fast the actual construction was progressing. In 1868 and 1869 the "race" between the CPRR and the UPRR was at its peak, with each company endeavoring to build as much track as possible before they met. It has been recorded that at the end of each day's work, in the case of CPRR Monday through Saturday, except for two instances, the length of track laid was reported by telegraph to Sacramento and was then sent to C. P. Huntington in New York. The lengths shown here have been computed using engineer stations and equations.

In the following table the day's date is shown, the length of track laid, in feet, the engineering stations reached at the end of each day, the names of nearby towns and any equations shown on the profile.

An engineering station (ES) is 100 feet in length and is denoted in field notes as 1+00. Thus a mile would be shown as 52+80, etc. When more than one surveyed line is used in the adopted line, an engineering equation (EQ) is used to connect the two mathematically. This will account for mathematical differences between the ES of one day and that of the next where they exist. It appears the day's length was always given to an even one hundred feet, or to an even engineer station. In several instances the stationing is reversed at an equation. That is, stationing progresses consecutively from point A to point B, then reverses consecutively progressing to point C. In one instance the Equation reverses from 0+00=0+00, so the stationing goes in both directions, ahead and behind. Where this occurs in this compilation notation is shown as such.

Courtesy Lynn Farrar.

Central Pacific Railroad Photographic History Museum

© 2005 CPRR.org

Date	Engineer Station	Length of track laid	Nearby Town	Equations
07/27/68	4240 (+00)			
07/28/68	4380	14,000		
07/29/68)	not found on profile			
07/30/68)	" "	" "		
07/31/68)	" "	" "		
Date	Engineer Station	Length of track laid	Nearby Town	Equation
08/01/68	not found on profile			
08/02/68	Sunday		Brown	
08/03/68	4827			
08/04/68	4932	10,500		
08/05/68	5067	13,500		
08/06/68	not found on profile			
08/07/68	" "	" "		+2293.7 EQ
08/08/68	5202	15,800		
08/09/68	Sunday			
08/10/68	5435	23,300		
08/11/68	5613	17,800		
08/12/68	5745	13,200	Lovelock	+10.0 EQ
08/13/68	5843	10,700		
08/14/68	5950	9,800		
08/15/68	6055	10,500	Oreana	
08/16/68	Sunday			
08/17/68	not found on profile			
08/18/68	6266	21,100		
08/19/68	6583	31,700		
08/20/68	6698	11,500	Rye Patch	
08/21/68	6785	8,700		
08/22/68	6898	11,300		
08/23/68	Sunday			
08/24/68	not found on profile		Humboldt	
08/25/68	7232	33,800 (average 16,900)		+385.9 EQ
08/26/68	7362	13,000		
08/27/68	7512	15,000		
08/28/68	7597	8,500		
08/29/68	7782	18,500	Mill City	
08/30/68	Sunday			
08/31/68	7935	15,300		
09/01/68	8067	13,200		
09/02/68	8214	14,700	Raspberry (later Cosgrave)	
09/03/68	8347	13,300		
09/04/68	not found on profile			
09/05/68	8534	18,700		
09/06/68	Sunday			

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
09/07/68	8682	14,800		
09/08/68	8763	8,100		
09/09/68	8842	7,900	Rose Creek	
09/10/68	8921	7,900		
09/11/68	9093	17,200		
09/12/68	not found on profile (Lack of material?)			
09/13/68	Sunday			
09/14/68	9170	7,700		
09/15/68	9303	13,300	Winnemucca	
09/16/68	9437	13,400		
09/17/68	9527	9,000		
09/18/68	9580	5,300		
09/19/68	9635	5,500		
09/20/68	Sunday			
09/21/68	9795	16,000	Tule	
09/22/68	9854	5,900		
09/23/68	9929	7,500		
09/24/68	10005	7,600		
09/25/68	10090	8,500		
09/26/68	10202	11,200		
09/27/68	Sunday			
09/28/68	10296	9,400	Golconda	
09/29/68	10272	5,200		+7,645.0 EQ
09/30/68	10312	4,000		
10/01/68	10445	13,300		-4.3 EQ
10/02/68	10550	10,500		-1.8 EQ
10/03/68	10663	11,300		
10/04/68	Sunday			
10/05/68	10763	10,000		
10/06/68	10953	19,600	Iron Point	-63.7 & -25.1 EQ
10/07/68	11100	14,700		
10/08/68	11270	17,000		
10/09/68	11392	12,200		
10/10/68	11442	5,000	Stone House	
10/11/68	Sunday			
10/12/68	11463	2,100 (no material?)		
10/13/68	11604	14,100		
10/14/68	11680	7,600		
10/15/68	11763	8,300		
10/16/68	not found on profile (no material?)			
10/17/68	11916	15,300		
10/18/68	Sunday			
10/19/68	12088	17,200		
10/20/68	12208	12,000		

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
10/21/68	12340	13,200	Battle Mountain	
10/22/68	12500	16,000		
10/23/68	12665	16,500		
10/24/68	12805	14,000		
10/25/68	Sunday			
10/26/68	12990	18,500		
	major equation: 13070+19.3=12919+00			+15,119.3 EQ
10/27/68	12980	16,100	Argenta	
10/28/68	not found on profile			
10/29/68	" "	" ") (no material?)	
10/30/68	" "	" ")	
10/31/68	13123	14,300	Mosel	
11/01/68	Sunday			
11/02/68	13290	16,700		
11/03/68	13446	15,600		
11/04/68	13575	12,900	Shoshone	
11/05/68	13626	5,000		-92.0 & -14.5 EQ
11/06/68	not found on profile			
11/07/68	13806	18,000		
11/08/68	Sunday			
11/09/68	13965	15,900		
11/10/68	14100	13,500	Beowawe	
11/11/68	14180	8,000		
11/12/68	14281	10,100		
11/13/68	14416	13,500	(old) Cluro	+4.9 EQ
	major equation : 14544+56=3+21.5			-1,454,134.5 EQ
11/14/68	4	12,900		+1.8 EQ
11/15/68	Sunday			
11/16/68)				
11/17/68)	(waiting for 2 nd Humboldt crossing bridge?)			
11/18/68)				
11/19/68	178	13,400		
11/20/68	not found on profile			
11/21/68	" "	" "		
11/22/68	Sunday			
11/23/68	not found on profile			
11/24/68	252	7,400	Sand Cut	+72.0 EQ
11/25/68	345	7,800		-1,467.0 & -17.0 EQ
11/26/68	432	8,700		+34.0 EQ
	major equations: 449+61.1=23+64			+42,597.1 EQ
	(this equation reverses stationing direction)			
		0+00=477+78		-47,778 EQ
	(this equation reverses stationing direction)			
		497+43=486+94		+ 1,049 EQ

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
01/27/68	492	6,600	Palisade	
11/28/68	550	5,800		
11/29/68	Sunday			
11/30/68	643	9,300		+18.0 EQ
12/01/68	700	5,700		+28.0 EQ
12/02/68	770	7,000		+4.0 EQ
12/03/68	882	11,200		
12/04/68	1025	14,300	Carlin	
12/05/68	1119	9,500		+71.0 EQ
12/06/68	Sunday			
12/07/68	1199	8,000		
12/08/68	1252	5,300		
12/09/68	1306	5,400		+2.9 EQ
12/10/68	1375	6,900		-24.7 EQ
12/11/68	1430	5,500		-67.5 & -6.6 EQ
12/12/68	1515	8,500		-34.5 EQ
12/13/68	Sunday			
12/14/68	1560	4,500	Moleen	
12/15/68	not found on profile			
12/16/68	1665	10,500		
12/17/68	not found on profile			
12/18/68	1773	10,800		
12/19/68	1824	5,100		
12/20/68	Sunday			
12/21/68	1960	13,600		-64.0 EQ
12/22/68	2039	7,900		
12/23/68	2118	7,900		
12/24/68	2223	10,500	Elko	
12/25/68	2328	10,500		
12/26/68	no found on profile			
12/27/68	Sunday			
12/28/68	2419	9,100		
12/29/68	2507	8,800		
12/30/68	2612	10,500		
12/31/68	2685	7,300		
01/01/69	2738	5,300	(old) Osino	
	major equation: $2742+57.6=17120+50$			-1,437,792.4 & -5.0 EQ
01/02/69	17220	10,400		
01/03/69	Sunday			
01/04/69	17290	7,000		
01/05/69	17380	9,000	Ryndon	-2.0 EQ
01/06/69	not found on profile			
01/07/69	17486	10,600		-13.0 EQ
01/08/69	not found on profile			

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
01/09/69	17570	8,400		
01/10/69	Sunday		Peko (later Elburz)	
01/11/69	17674	10,400		
01/12/69	17723	4,900		
01/13/69	not found on profile			
01/14/69	17796	7,300		
01/15/69	17830	3,400	Halleck	
01/16/69	17935	10,500		
01/17/69	Sunday			
01/18/69	not found on profile			
01/19/69	17963	2,800		
01/20/69	18015	5,200		
01/21/69	18072	5,700		
01/22/69	18144	7,200		
01/23/69	18250	10,600		
01/24/69	Sunday		Natchez	
01/25/69	18377	12,700		
01/26/69	18505	12,800	Deeth	
01/27/69	18586	8,100		
01/28/69	18704	11,800		
01/29/69	18845	15,000		+900.0 EQ
01/30/69	18982	13,700		
01/31/69	Sunday			
02/01/69	19088	10,600		
02/02/69	19194	10,600	Tulasco	
02/03/69	not found on profile			
02/04/69	19365	17,100		
	major equation: $19446+91.7=14+14.4$			-1,943,277.3 EQ
02/05/69	75	14,300		
02/06/69	209	13,400	Wells	
02/07/69	Sunday			
02/08/69	315	10,600		
02/09/69	447	13,200	Cedar	
02/10/69	500	5,300		
02/11/69	594	9,400		
02/12/69	not found on profile			
02/13/69	658	6,400		
02/14/69	Sunday			
02/15/69	802	14,400		+3.6 EQ
02/16/69	884	8,200		
02/17/69	not found on profile			
02/18/69	" " "	" "	Independence	
02/19/69	984	10,000		+18.0 EQ
02/20/69	not found on profile			

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
02/21/69	Sunday			
02/22/69	1100	11,600		
	major equation: $1160+26.2=0+00$			-116,026.2 EQ
02/23/69	30	9,000	Otego	
02/24/69	150	12,000		
02/25/69	190	4,000		
02/26/69	247	5,900		+102.0 EQ
02/27/69	not found on profile			
02/28/69	Sunday		Pequop	
03/01/69	340	9,300		
03/02/69	not found on profile)			
03/03/69	"	"	") (Chinese New Year?)
03/04/69	"	"	")
03/05/69	"	"	")
03/06/69	467	12,700		
03/07/69	Sunday			
03/08/69	610	14,300		
03/09/69	740	13,000		
	major equation: $749+50=0+00$			-74,950 EQ
03/10/69	210	22,000	(old) Toano	
03/11/69	368	15,800		
03/12/69	606	23,800	Loray	
03/13/69	738	13,200		
03/14/69	850 (Sunday)	11,200		
	major equation: $890+97=924+31.7$			
	(this equation reverses stationing direction)			
03/15/69	730	23,500		
03/16/69	not found on profile)			
03/17/69	"	"	") ($66,200 / 5 = 13,240$ per day)
03/18/69	"	"	")
03/19/69	"	"	")
03/20/69	68	66,200	Tecoma	
03/21/69	Sunday			
03/22/69	not found on profile			
	major equation: $0+00=0+00$			
	(this equation reverses stationing direction)			
03/23/69	190	25,800		
03/24/69	303	11,300	Lucin (original location)	
03/25/69	516	21,300		
03/26/69	625	10,900		
03/27/69	680	5,500		
03/28/69	Sunday		Bovine	
03/29/69	902	22,800		
03/30/69	1130	22,800		

Date	Engineer Station	Length of track laid	Nearby Towns	Equations
03/31/69	1325	19,500		
	major equation: 1440+50=893+57.8 (this equation reverses stationing direction)			+54,692.2 EQ
04/01/69	835	17,400		
04/02/69	680	15,500		
04/03/69	575	10,500		
04/04/69	490 (Sunday)	8,500		
04/05/69	370	12,000	Matlin	+3.0 EQ
04/06/69	164	20,600		
	major equation: 0+00=1534+29			-153,429 EQ
04/07/69	not found on profile			
04/08/69	1355	34,300		
04/09/69	1140	21,500		+9.0 EQ
04/10/69	978	16,200		-34.0 & -7.0 EQ
04/11/69	Sunday		Kelton	
04/12/69	716	26,200		
04/13/69	605	11,100		
04/14/69	400	20,500	Seco	
04/15/69	not found on profile			
04/16/69	181	21,900		
04/17/69	75	10,600		
	Major equation:)+00=0+00			
04/18/69	Sunday		Monument	
04/19/69	35	11,000		
04/20/69	240	20,500		
04/21/69	340	10,000		
04/22/69	414	7,400	Lake	
04/23/69	not found on profile)			
04/24/69	" "	" "	" ") (off to try for record day?)
04/25/69	Sunday			
04/26/69 *	519	10,500		
04/27/69 *	550	3,100		
	*The profile shows end of track April 27, 1869 at station 519 but the record day April 28 started at station 549 per timebook of the track foreman so station 519 must be the end station for April 26. See Kraus "High Road to Promontory" page 251. The profile further shows station 550 as the END of track April 28 but it was the BEGIN(NING) of tracklaying on April 28. The profile shows the "End of Track" also at station 1078 which is correct as 550 (00)plus 528 (00) (10 miles) equals 1078 (00). In this compiler's opinion the start for April 28 was as the foreman showed somewhere between stations 549 and 550.			
04/28/69	1078	52,856	Victory (later Rozel)	
	No further "End of Track" on profile until Promontory which then says			
05/08 69	"Last rail laid May 8, 1869"			