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GOLDEN SPIKE NATIONAL MONUMENT



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HEARING
BEFORE THE
SUBCOMMITTEE ON PARKS AND RECREATION
OF THE
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
UNITED STATES SENATE

EIGHTY-NINTH CONGRESS

FIRST SESSION

ON

S. 26

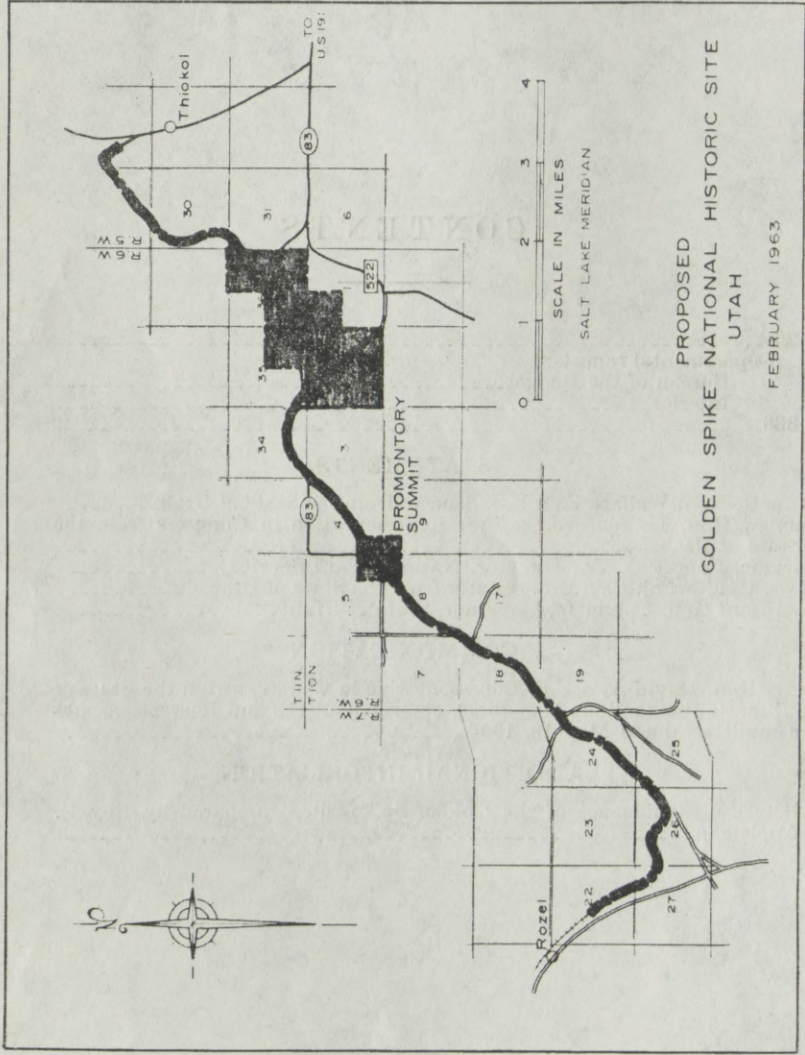
A BILL AUTHORIZING THE ESTABLISHMENT OF THE GOLDEN SPIKE NATIONAL MONUMENT IN THE STATE OF UTAH

MAY 19, 1965

Printed for the use of the
Committee on Interior and Insular Affairs



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PROPOSED
GOLDEN SPIKE NATIONAL HISTORIC SITE
UTAH

FEBRUARY 1963

GOLDEN SPIKE NATIONAL MONUMENT

WEDNESDAY, MAY 19, 1965

U.S. SENATE,
SUBCOMMITTEE ON PARKS AND RECREATION
OF THE COMMITTEE ON INTERIOR AND INSULAR AFFAIRS,
Washington, D.C.

The subcommittee met, pursuant to call, at 9:10 a.m., in room 3112, Senate Office Building, Senator Alan Bible presiding.

Present: Senators Alan Bible of Nevada and Frank E. Moss of Utah.

Also present: Jerry T. Verkler, staff director; Roy M. Whitacre, professional staff member, and Crocker Price, assistant minority counsel.

Senator BIBLE. The subcommittee will come to order.

This is the time that we have regularly noted and set for the hearing on the Golden Spike National Monument and, at this point in the record, please insert the bills that have been introduced on this particular subject. I don't know whether there is one by Senator Bennett or not. If there is one, that will be introduced as well.

(The bill introduced by Senator Moss follows:)

[S. 26, 89th Cong., 1st sess.]

A BILL Authorizing the establishment of the Golden Spike National Monument in the State of Utah

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior shall acquire on behalf of the United States by gift, purchase, condemnation, or otherwise, all right, title, and interest in and to such lands, together with any improvements thereon, as the Secretary may deem necessary for the purpose of establishing a national monument commemorating the completion of the first transcontinental railroad across the United States on the site described on a map entitled "Proposed Golden Spike National Historic Site, Utah", prepared by the National Park Service, Southwest Region, dated February 1963.

SEC. 2. (a) The property acquired under the provisions of the first section of this Act shall be designated as the "Golden Spike National Monument" and shall be set aside as a public national memorial. The National Park Service, under the direction of the Secretary of the Interior, shall administer, protect, and develop such monument, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916, as amended and supplemented, and the Act entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes", approved August 21, 1935, as amended.

(b) In order to provide for the proper development and maintenance of such national monument, the Secretary of the Interior is authorized to construct and maintain therein such markers, buildings, and other improvements, and such facilities for the care and accommodation of visitors, as he may deem necessary.

SEC. 3. There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

(The bill introduced by Senator Bennett follows:)

[S. 330, 89th Cong., 1st sess.]

A BILL To provide for the establishment of the Golden Spike National Monument in the State of Utah

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purpose of commemorating the completion of the first transcontinental railroad across the United States, as recommended in an area investigation report by the National Park Service, Southwest Region, numbered NHS-GS 7100A, dated February 1963, the Secretary of the Interior shall acquire, on behalf of the United States, by gift, purchase, condemnation, or otherwise, all right, title, and interest in and to such land, together with any improvements thereon, as the Secretary may deem necessary in order to establish a national monument in the State of Utah at the site of such completion, including the site of the driving of the golden spike symbolizing such completion.

SEC. 2. (a) The property acquired under the provisions of the first section of this Act shall be designated as the Golden Spike National Monument and shall be set aside as a public national memorial. The National Park Service, under the direction of the Secretary of the Interior, shall administer, protect, and develop such monument, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916, as amended and supplemented, and the Act entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes", approved August 21, 1935, as amended.

(b) In order to provide for the proper development and maintenance of such national monument, the Secretary of the Interior is authorized to construct and maintain therein such markers, buildings, and other improvements, and such facilities for the care and accommodation of visitors, as he may deem necessary.

SEC. 3. There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

Senator BIBLE. Likewise, insert the favorable reports of the Department of the Interior and the Bureau of the Budget on S. 26, a bill authorizing the establishment of Golden Spike National Monument in the State of Utah.

(The documents referred to follow:)

U.S. DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., May 17, 1965.

HON. HENRY M. JACKSON,
Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.

DEAR SENATOR JACKSON: Your committee has requested a report on S. 26, a bill authorizing the establishment of the Golden Spike National Monument in the State of Utah.

We recommend the enactment of S. 26, amended as suggested herein.

The bill requires the Secretary of the Interior to acquire all right, title, and interest in and to such lands and improvements as he deems necessary for establishing a national monument on the site depicted on a map prepared by the National Park Service. The monument would commemorate the completion of the first transcontinental railroad across the United States.

The bill provides for designation of the property acquired as the Golden Spike National Monument, to be set aside as a public national memorial. The national monument would be administered under the act of August 25, 1916 (39 Stat. 525; 16 U.S.C. 1 et seq.), as amended and supplemented, and the act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461 et seq.). The Secretary of the Interior is authorized to construct and maintain markers, buildings and other improvements, and such facilities as he deems necessary for the care and accommodation of visitors.

Perhaps no single event contributed so much to the development of the West than the completion of the first transcontinental railroad across the United States. On May 10, 1869, the Union Pacific Railroad from the east was joined with the Central Pacific Railroad from the west in a ceremony highlighted by the driving of a golden spike to secure the rail linking the continent.

On April 2, 1957, the Secretary of the Interior designated a 7-acre tract of Southern Pacific Railroad land, which encompassed the site where east and west

met, as the Golden Spike National Historic Site. The 7-acre tract is located in a gentle valley between the Promontory and North Promontory Mountains about 25 miles west of Corrine, Utah. Pursuant to a cooperative agreement between the United States, the State of Utah, the Golden Spike Association of Box Elder County, Utah, the Southern Pacific Railroad Co., and the Central Pacific Railroad Co., the national historic site is maintained by the Golden Spike Association of Box Elder County. Technical advice is furnished to the association by the United States through the National Park Service of this Department. The designation of the Southern Pacific Co. land as a national historic site in non-Federal ownership and the cooperative agreement were accomplished under the authority of the Historic Sites, Buildings, and Antiquities Act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461 et seq.).

Developments of the present Golden Spike National Historic Site consist of a concrete monument, brass plaque, and two parallel lengths of rail on the 7-acre tract leased from the Southern Pacific Co.

The Advisory Board on National Parks, Historic Sites, Buildings, and Monuments in October 1959 recommended development and interpretation of the area by this Department. In September 1960 the Board again endorsed enlargement and further development of the area.

Under S. 26, the proposed area would consist of 15½ miles of the original right-of-way at Promontory Summit, including impressive cuts, fills, and original grades, together with adjoining lands needed for development of administrative and interpretive facilities. The area would include the "big fill" and "big trestle" site and the viewpoint overlooking the former location of Rozel (the lunch stop during the epic 10 miles of track laying in 1 day). These will serve as potential exhibit sites.

The nationally significant historical event, which created a transportation system connecting the Atlantic and Pacific shores and which replaced the stage coaches and obviated the need for a long sea voyage, should be commemorated in a fully developed Golden Spike National Historic Site of a size adequate to preserve and interpret the remaining features.

We recommend the following amendments of the bill:

1. Amend the title to read "To authorize the Secretary of the Interior to acquire lands for, and to develop, operate, and maintain, the Golden Spike National Historic Site."

We believe that the present designation of the area as a national historic site should be retained. This term reflects the historic character of the values represented more appropriately than does the designation "national monument."

2. On page 1, line 5, delete the words "all right, title, and interest in and to such lands" and substitute therefor "such lands and interests in lands".

This amendment will permit the Secretary of the Interior to acquire less than the fee title, such as easements and rights-of-way, where it would be feasible to do so.

3. On page 1, lines 7 and 8, and on page 2, lines 5, 8, and 17, delete the word "monument" and substitute therefor the words "historic site", in the appropriate case letters.

The reason for this amendment is the same as given for amendment No. 1.

4. On page 2, line 2, insert after the period the following sentences:

"In exercising his authority to acquire property by exchange, the Secretary may accept title to any non-Federal property within the area depicted on such drawing, and in exchange therefor he may convey to the grantor of such property any federally owned property under his jurisdiction which he classifies as suitable for exchange or other disposal. The properties so exchanged shall be of approximately equal value: *Provided*, That the Secretary may accept cash from, or pay cash to, the grantor in order to equalize the values of the properties exchanged."

This amendment will make the limits of the exchange authority explicit, and will facilitate land exchanges by authorizing the Secretary to receive or pay money to equalize values.

The total amount of land proposed for acquisition is 2,176 acres, of which 634 acres are owned by the State of Utah. The remainder is in private ownership. We anticipate that the State-owned lands will be acquired through exchange. We estimate the cost of acquiring the private lands to be \$118,000.

Development will consist of an interpretive center, administrative facilities, signs, markers, and construction of a circulatory roadway. Stabilization of the railroad grades will also be undertaken. We estimate the development costs to be about \$1,050,000 and annual operating and maintenance costs to be \$80,000.

The Bureau of the Budget has advised that there is no objection to the presentation of this report from the standpoint of the administration's program.

Sincerely yours,

STEWART L. UDALL,
Secretary of the Interior.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., May 18, 1965.

HON. HENRY M. JACKSON,
*Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.*

DEAR MR. CHAIRMAN: This is in response to your request for the views of the Bureau of the Budget on S. 26, a bill authorizing the establishment of the Golden Spike National Monument in the State of Utah.

The report which the Secretary of the Interior is submitting describes the historical significance of the area to be acquired and recommends the enactment of the bill, amended in certain respects.

The Bureau of the Budget would have no objection to the enactment of S. 26 if amended as suggested by the Secretary of the Interior.

Sincerely yours,

PHILLIP S. HUGHES,
Assistant Director for Legislative Reference.

Senator BIBLE. Our first witness this morning will be the junior Senator from the State of Utah, Senator Moss.

**STATEMENT OF HON. FRANK E. MOSS, A U.S. SENATOR FROM THE
STATE OF UTAH**

Senator Moss. Thank you, Mr. Chairman.

First of all, let me say how much I appreciate your setting this hearing on relatively short notice in order for us to consider this bill this morning. We have been talking about a Golden Spike Monument for some time. Now it looks as though we are getting right down to business.

I have a prepared statement, Mr. Chairman, that I won't take time to read in full. I ask permission that it be printed in the record at this point.

Senator BIBLE. Without objection, that will be the order, and the statement will be printed in full.

(The statement referred to follows:)

STATEMENT OF HON. FRANK E. MOSS., A U. S. SENATOR FROM THE STATE OF UTAH

Mr. Chairman, the bill before us (S. 26) would create a Golden Spike National Monument at Promontory, 30 miles west of Brigham City in Box Elder County, Utah.

The action is long overdue. It was at Promontory, as we all know, that the first transcontinental railroad was completed on May 10, 1869. President Leland Stanford of the Central Pacific and Vice President Durant of the Union Pacific drove a golden spike to climax the roadbuilding race, joining twin bands of steel stretching from ocean to ocean.

This was one of our great American dreams. It welded the Union from sea to sea. The transcontinental railroad had been viewed by many as an impractical dream. But President Abraham Lincoln signed the bill which created and financed the Union Pacific Railway, and authorized the construction of a railroad and telegraph line from Council Bluffs, Iowa, to the west. Another railroad, the Central Pacific—now the Southern Pacific—was also established and financed, and it began building eastward. The result was the greatest roadbuilding race in history.

It was originally estimated it would take 12 years to build the track. The job was finished in 6½ years, mostly with hand labor. The last 10 miles of track was laid in a single day, a world record which still remains unbroken.

The railroad engineers conquered Indians, sweltering heat, subzero weather, and the seemingly unassailable ramparts of the towering Rockies and Sierra Nevadas. A heterogeneous host of workmen was used—including brawny Irishmen, pigtailed Chinese, and industrious Mormons. Success was achieved only by a veritable miracle of organization and teamwork, and the unbelievable endurance of the men who laid the rails.

The "marriage of the rails" fulfilled the dream of Columbus for a shorter route to the Orient, insured possession of the entire West to the United States and began a new era of development for the Nation.

Yet the spot where this historic event took place is now commemorated by only a small concrete marker, fenced in by an iron railing. The marker is a natural target for gunners in the area—and is badly scarred. The total area involved is about 7 acres, in non-Federal ownership. It has been recognized by the Department of the Interior as a national historical site, and is presently administered by the Golden Spike Association of Box Elder County, and the State of Utah, pursuant to an agreement with the Secretary of the Interior.

In just 4 short years—1969—we will be celebrating the 100th anniversary of the momentous event at Promontory. The importance of that event in the history and the economic development of our Nation deserve greater recognition than the small marker now there.

My bill (S. 26) would authorize the Secretary of the Interior to acquire title of some 2,000 acres and to establish on them a Golden Spike National Monument. I would not be adverse to having this expanded area still called a national historical site, if the area better fits into that Department's system of classification of parks, monuments, etc. But I do feel that Promontory Point should be upgraded and given some of the significance its role in our history justifies.

I am convinced that if the site is improved, and made more attractive, it will quickly become a mecca for tourists and for railroad and history buffs. Interstate Highway 15, which will link Salt Lake with Pocatello, Portland, and Seattle, will pass within 25 miles of Promontory. There is already an excellent road from U.S. 15 to the site.

The 2,000 acres of the improved site would include a right-of-way donated by the Southern Pacific Railroad, consisting mostly of old roadbed, 634 acres owned by the State of Utah, and some 1,542 privately owned acres.

The expanded area would consist of: the 7-acre tract of the present historic site; the portion of the old railroad bed, which is some 15 miles long and 400 feet wide, and a 2-mile-square tract of land for use as the location of a visitors' center, and, I hope, eventually of a railroad museum where some of the relics of the area's history can be preserved.

A significant step toward establishment of an enlarged site was taken last March when the Southern Pacific Railroad deeded to the Federal Government a right-of-way covering 730 acres containing the old roadbed. However, the Department of Justice has now raised questions concerning title to this land, and this is one reason why I am asking the Congress to authorize a Golden Spike National Monument, so land titles can be cleared under authority granted by the law.

It has been estimated that total land acquisition; that is acquisition of private land in the proposed area, should not cost more than about \$118,000. State lands would be transferred subject, of course, to in-lieu selections of comparable Federal lands in Utah, where nearly 70 percent of our lands are federally owned.

Mr. Chairman, I feel this is the time to move on legislation which will establish a fitting memorial at Promontory, so we will be ready properly to celebrate the centennial of the driving of the golden spike 4 years hence. The Utah State Legislature, at its recent session, created a golden spike centennial commission and authorized it to direct a centennial celebration to be held in 1969; \$10,000 was appropriated for the commission's use in the coming biennium.

Utahan's Inc., an organization of individuals and representatives of civic organizations and governmental units interested in Utah tourism, has made the Golden Spike Centennial a priority project for the years ahead.

For the past 20 years, the Gold Spike Association, a local organization, has conducted yearly celebrations to commemorate the driving of the golden spike, and these fine people who have not ever forgotten the site's significance must also be brought into all the plans for the centenary.

But the first step is to give the area the status it deserves so its full development may be undertaken, by the National Park Service, and it can be ready for its rendezvous with history in 1969.

I hope that this bill will be favorably reported by this subcommittee at an early date.

Senator Moss. The bill before us (S. 26) would create a Golden Spike National Monument at Promontory, 30 miles west of Brigham City in Box Elder County, Utah.

The action is long overdue. It was at Promontory, as we all know, that the first transcontinental railroad was completed on May 10, 1869. President Leland Stanford of the Central Pacific and Vice President Durant of the Union Pacific drove a golden spike to climax the roadbuilding race, joining twin bands of steel stretching from ocean to ocean.

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The "marriage of the rails" fulfilled the dream of Columbus for a shorter route to the Orient, insured possession of the entire West to the United States, and began a new era of development of the Nation.

Yet the spot where this historic event took place is now commemorated by only a small concrete marker, fenced in by an iron railing. The marker is a natural target for gunners in the area and is badly scarred. The total area involved is about 7 acres in non-Federal ownership. It has been recognized by the Department of the Interior as a national historical site, and is presently administered by the Golden Spike Association of Box Elder County, and the State of Utah, pursuant to an agreement with the Secretary of the Interior.

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A significant step toward establishment of an enlarged site was taken last March when the Southern Pacific Railroad deeded to the Federal Government a right-of-way covering 730 acres containing the old roadbed. However, the Department of Justice has now raised questions concerning title to this land, and this is one reason why I am asking the Congress to authorize a Golden Spike National Monument, so land titles can be cleared under authority granted by the law.

It has been estimated that total land acquisition—that is, acquisition of private land in the proposed area—should not cost more than about \$118,000. State lands would be transferred subject, of course, to in lieu selections of comparable Federal lands in Utah, where nearly 70 percent of our lands are federally owned.

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But the first step is to give the area the status it deserves so its full development may be undertaken by the National Park Service and it can be ready for its rendezvous with history in 1969.

I hope that this bill will be favorably reported by this subcommittee at an early date.

I also have, Mr. Chairman, a letter that has just been delivered to me from Congressman David King, in which Congressman King indicates he cannot be present this morning, and it is his endorsement of the bill.

I ask that this be printed in the record at this point.
 Senator BIBLE. Without objection, the letter from Congressman King will be incorporated in the record at this point.
 (The letter referred to follows:)

CONGRESS OF THE UNITED STATES,
 HOUSE OF REPRESENTATIVES,
 Washington, D.C., May 18, 1965.

HON. ALAN BIBLE,
 Chairman, Subcommittee on National Parks and Recreation, Committee on Interior and Insular Affairs, U.S. Senate, Washington, D.C.

DEAR SENATOR BIBLE: The press of important business in my own committees in the House of Representatives prevents my appearing with Senator Moss and Senator Bennett and Governor Rampton in behalf of the proposed Golden Spike National Monument. However, I am very anxious that this legislation receive favorable consideration by your committee, and I strongly support the efforts of Senators Bennett and Moss before your committee.

Hearings before the appropriate House committees will be held early in June.
 Very truly yours,

DAVID S. KING,
 Member of Congress.

Senator Moss. I am most pleased that Congressman Burton is here, and I am sure Senator Bennett will be here, because I think we all in Utah are in full agreement that this area should be designated as a national monument or a national historic site, and let me say in this regard that the favorable report of the Department of Interior and the National Park Service recommends some rather minor amendments.

One amendment recommended, however, is that the name be changed from a national monument to a national historic site. As far as I am concerned, as the author of the bill, I would gladly accept this amendment.

It is offered, as I understand, to keep the nomenclature clarified, and my discussions with the Director of the National Park Service on this and other historical sites indicates that the management and preservation and development is no different between a monument and a national historic site, so it is not changing it really in any way except to more accurately describe what is being created here, a historic site, and certainly that is the notable thing.

This is the place where the railroads joined, and it is a more historic place and event than a monument. Therefore, as a historic site, it could be preserved and developed just as fully as a national monument, and I want to indicate that I would concur in this recommended amendment.

The Governor of the State of Utah intends to appear here this morning. He is now appearing before an appropriations subcommittee. And at such time as he can be free from that obligation, he will appear to testify here.

Senator BIBLE. I understand, and we will be very happy to hear him whenever he is available.

The next witness will be Congressman Laurence Burton. Mr. Congressman, we will be happy to hear from you at this time, sir.

**STATEMENT OF HON. LAURENCE J. BURTON, A MEMBER OF
CONGRESS FROM THE STATE OF UTAH**

Mr. BURTON. Thank you very much, Mr. Chairman.
I have a very short statement. I would just like to read it into the record.

Senator BIBLE. Certainly.

Mr. BURTON. First of all, let me say that all the members of the Utah congressional delegation are in accord with this, and there is no disagreement that I am aware of in the State on this proposal.

I welcome the opportunity to appear before the Interior Committee of the Senate in support of a bill to establish a Golden Spike National Monument at Promontory Summit, Utah.

The proposed monument would be located in the district that I am privileged to represent in Congress. The establishment of the Golden Spike National Monument is endorsed by all members of the Utah congressional delegation, and also enjoys the support of numerous persons, groups, and organizations in the State itself.

The National Park Service has given considerable study to the development of this national monument and I am advised that plans can be put into effect regarding it as soon as congressional approval is obtained.

The monument will mark the spot where one of the truly significant events in American history took place—the driving of the golden spike that joined the transcontinental railroad. This occurred almost 100 years ago, on May 10, 1869.

The citizens of Utah are already making plans for the centennial celebration of this event. It would be most appropriate if Congress would act now on the establishment of the monument, thus allowing sufficient time for construction of necessary facilities for use by the 1969 centennial.

Mr. Chairman, thank you for the courtesy of allowing me to appear. I have committee business on the other side, and if you could excuse me without prejudice, I would be very grateful.

Senator BIBLE. We would be glad to excuse you without prejudice. We are delighted that you are here this morning. I am glad to hear that everybody is unified on this proposal and that we have no problems.

Mr. BURTON. This is an unusual situation.

Senator BIBLE. I have heard of proposals where it was not always thus, so in this instance, I am delighted to hear it, and I understand your very heavy commitments, and you certainly are excused.

Thank you.

Mr. BURTON. Thank you very much, Mr. Chairman.

Senator BIBLE. We have as our next witnesses Senator Bennett and Governor Rampton. They obviously are not present now, so we will proceed to hear from the Director of the National Park Service, and knowing also their heavy commitments, Mr. Director, whenever they come, we will feel at liberty to interrupt you and put them on in order to accomodate them.

**STATEMENT OF GEORGE B. HARTZOG, JR., DIRECTOR, NATIONAL
PARK SERVICE**

Mr. HARTZOG. Thank you, Mr. Chairman.

Mr. Chairman, it is a pleasure to appear as the departmental witness in support of the bill, S. 26, to authorize the establishment of the Golden Spike National Monument in the State of Utah, commemorating the completion of the first U.S. transcontinental railroad. We have a prepared statement.

Senator BIBLE. You may proceed.

Mr. HARTZOG. Thank you very much, sir.

Mr. Chairman and members of the committee, the Department of the Interior recommends enactment of S. 26, a bill to authorize establishment of the Golden Spike National Monument in the State of Utah, commemorating the completion of the United States first transcontinental railroad.

The Department recommends certain amendments which we believe will enable the National Park Service to best carry out the purposes of this legislation. One of these amendments would substitute the name "Golden Spike National Historic Site" for the bill's "National Monument" label. We feel that the area's historical significance would be better emphasized by this designation. This and the other proposed amendments are explained in the Department's report to the chairman of the full committee.

Establishment of the Golden Spike National Historic Site in Federal ownership would bring well deserved national recognition to the highly significant events culminating on May 10, 1869, when the two legs of the transcontinental rail system were joined at Promontory Summit in Utah.

This was the first time any continent had been spanned by railroad tracks.

Every schoolchild has heard the story of the railroad's race to complete the coast-to-coast rail network and of the vital role it played in opening and developing the West. Although transcontinental railroads had been proposed as early as the 1830's, it was not until President Lincoln signed the Pacific Railroad Act of 1862 that the necessary impetus was supplied by Federal subsidies.

The Union Pacific Co., formed under terms of this law, started laying rails westward from Omaha, utilizing a labor force which eventually totaled some 12,000 men, mostly Irish immigrants. Similarly Central Pacific began its eastbound leg in Sacramento, utilizing some 11,000 imported Chinese workers.

The joining of these two legs meant attainment of a long-sought goal. Now the railroads had a direct link with the Pacific coast and the China trade; the extremities of the continental United States were bound together by iron rails.

These tracks across Promontory Summit were part of a principal east-west railroad artery until 1903, when the Lucin Cutoff was completed across an arm of Great Salt Lake, shortening the route and eliminating steep grades. In 1940, use of the golden spike route around the lake's north end was discontinued. Two years later the rails were removed for wartime scrap iron.

The heart of the proposed Golden Spike National Historic Site, a 7-acre tract in non-Federal ownership, is now operated under that

same name by the Golden Spike Association of Box Elder County. It was so designated by the Secretary of the Interior in 1957 and is operated pursuant to a cooperative agreement between the United States, the State of Utah, and the aforementioned association, the Southern Pacific Co., and the Central Pacific Railroad Co.

Establishment of the Golden Spike National Historic Site will allow the National Park Service to preserve and to partially restore this significant area and to employ its skill in interpreting the railroad story and showing the social, political, and economic results of this great transportation advance.

The Department of the Interior would acquire, through purchase and exchange, approximately 2,176 acres, a strip 15½ miles long which was the railroad's right-of-way. The strip is generally 400 feet wide, although at the Golden Spike Monument and certain other locations, wider areas would be required for a visitor center, wayside exhibits, access roads, overlooks, parking, utilities, and other necessary facilities. Of the land involved, 634 acres are in State ownership and we anticipate that this can be acquired through exchange. We estimate that the balance, 1,542 acres in private ownership, can be purchased for about \$118,000.

The overall cost of developments planned will be \$1,050,000 while operations and maintenance will come to approximately \$80,000 per year.

The area is some 90 miles from Salt Lake City. Motor vehicle access will be excellent, with a major north-south highway, interstate 15, passing nearby to the east and east-west interstate 80 to the north. We estimate that 107,000 persons will visit the area in the fifth year after authorization.

We believe the Golden Spike National Historic Site will be an extremely worthwhile addition to the national park system. It constitutes a splendid opportunity to depict the vital relationship of railroads to our Nation's tremendous growth and prosperity and to the uniting of the United States.

We therefore urge the committee to take favorable action on S. 26, with the recommended amendments.

The Golden Spike National Site, in summary, was established on 7 acres of land, and is now administered under a cooperative agreement. We have here some vicinity maps to show the general location of this area, being about 25 miles from Corinne, Utah, and about 90 miles north of Salt Lake City.

It is going to be very close to the Interstate Highway 80.

The statement of the operating and development costs have already been submitted to the committee.

If there are any questions, we will be pleased to answer them.

Senator BIBLE. Thank you. Back up a little. The operating and development costs have been supplied to the committee as a part of your official report?

Mr. HARTZOG. That is right, sir.

Senator BIBLE. Well, what did they say? I am always kind of interested in the costs.

Mr. HARTZOG. I would be happy to explain the figures. There are 634 acres of State land, and 1,542 acres of private land, for a total of 2,176 acres. We estimate private land costs at \$118,000.

In this connection, a portion of this land is owned by the Southern Pacific Co., which has tendered us a deed for the right-of-way area that it owns.

Because of clouds on the title, we believe that additional costs may be involved in the removal of these clouds through eminent domain proceedings and, therefore, we have included the holdings of the Southern Pacific in this 1,542-acre figure. This is a location map showing the configuration of the area, and this bottom half is an extension eastward.

Senator BIBLE. Now what is the total extent of the land that you intend to acquire?

Is that in green?

Mr. HARTZOG. Yes, sir; that is in green and in purple, sir. This purple is the State land, and the State has indicated that is agreeable to exchanging this for other federally owned land in the State of Utah, and authority is so provided in this bill as we proposed to amend it.

Senator BIBLE. Why do you need 2,176 acres for a historic site?

Mr. HARTZOG. Sir, this entire area is about 15½ miles long, and it represents a very interesting part of American history. I brought along this publication, American Heritage, and, with the permission of the chairman, I would like to read the introduction to it.

Historians are agreed that the most dramatic and at the same time the most significant single date in the record of the American West was May 10, 1869, when the rails of the Union Pacific and the Central Pacific Railroads met and were joined at Promontory Point, a desolate spot in the Utah desert about 40 miles northwest of Ogden.

These two railroads, one beginning in Omaha and the other beginning in Sacramento, started building transcontinental lines as authorized by the Railroad Act of 1862. They passed each other here. Rather than meeting, they went by each other until finally the Federal Government rejected this and required that they join their lines at the site that has now been recognized as Promontory Summit, on this right-of-way. All of the cuts and fills, evidencing this competition between these two lines, still remains on the terrain. This is hilly country, through this large area here, and affords the best opportunity for a high-ground interpretation of the passing of these two lines. In addition, there is now in operation, and being seen from this high ground, the present-day railroad. We believe that it is necessary to acquire enough land to spread out in this particularly historic area for roadside interpretation and an overview of this whole terrain, as well as the operating railroad.

This is why it is spread out in this particular location.

Senator BIBLE. Where did they actually drive the golden spike?

Mr. HARTZOG. At Promontory Summit, sir.

In other words, each of them had to come back a little way, and join their lines there.

Senator BIBLE. What is your estimated cost for the acquisition of the land?

Mr. HARTZOG. \$118,000, sir.

Senator BIBLE. And then what do you propose to expend in the way of development and for what? Sketch out what you plan to have on the national historic site.

Mr. HARTZOG. Sir, we propose to have a main visitor center headquarters area at Promontory Summit. There will be a limited number of housing accommodations for the staff, as well as the utility area for maintenance of roads and trails. There will be wayside interpretive point at these two large orange areas on the map. There will also be access roads into these observation points from the main highway that crosses the area.

We have under consideration an interpretive plan for either trails or some one-way motor nature roads along the big trestle and big fill area, for the purpose of interpretation.

This is about the extent of the physical developments in the area. Our program contemplates \$1,050,000, which would give us some on-site replicas of the locomotives and tenders, and other railroad equipment that was in existence at that time. We are very hopeful that donations of this equipment may be possible.

However, we have included the cost in this figure so that you may have the total picture of what we contemplate.

Senator BIBLE I see you have figured this down pretty fine this time. You have got it down to \$1,050,000.

Mr. HARTZOG. Sir, we are trying all the time to improve these figures.

Senator BIBLE. Well, I hope you are getting closer to them than you do on some of them.

Mr. HARTZOG. We are trying.

Senator BIBLE. I know you are trying. But the main part of your development consists of the construction of your interpretive center; is that correct?

Mr. HARTZOG. Yes, sir.

Senator BIBLE. I suppose that is the main expense item?

Mr. HARTZOG. That and the roads off of the main highway down to this area.

Senator BIBLE. And this amount of money would be expended over a period of 5 years, or 3 years? What is your projection in that?

Mr. HARTZOG. No, sir; part of it would extend beyond the 5-year period. We estimate that probably the \$882,000 of it would be in the first 5 years. What we are anxious to do, if the Congress enacts this legislation, would be to get this area ready for interpretation at the centennial of the joining of these railroads, May 10, in 1969.

Senator BIBLE. And that really is your target date, to have it completed and operational by 1969?

Mr. HARTZOG. Yes, sir. The other \$200,000, or less than \$200,000, we estimate some time would be used beyond that period, perhaps to build visitor trails and that kind of thing.

Senator BIBLE. Your annual operations and maintenance cost is \$80,000?

Mr. HARTZOG. \$80,000, sir.

Senator BIBLE. And how do you justify that item?

Mr. HARTZOG. Sir, that is broken down approximately \$61,000 for management and protection—this would be administrative, interpreters, and protection personnel—and about \$18,000 for maintenance and rehabilitation of roads and trails.

Staffing would involve at the end of the fifth year 9.8 man-years of employment. This would be nine man-years of permanent employ-

ment, and eight-tenths of a man-year of seasonal employment during the height of the visitor season.

Senator BIBLE. Would the site be open year around?

Mr. HARTZOG. Yes, sir; it would be. It is only 25 miles off of new Interstate 88.

Senator BIBLE. Yes; I understand.

Mr. HARTZOG. So it is going to be highly accessible.

Senator BIBLE. Well, this certainly is one of the great historical events of the building of the West and I certainly think it is completely justified. It should be preserved for the viewers that come after us. I have no further questions, Mr. Hartzog.

Senator Moss. May I ask just one or two questions to perhaps make the record?

First of all, I express my appreciation to Director Hartzog and his staff for the very fine job they have done in getting ready to make this presentation and the strong recommendation for the project.

In the official report of the Department it is recommended that the designation be changed from a monument as provided in S. 26, to a national historic site. I would like, for the record, to ask Mr. Hartzog, is there any difference in policy as far as acquisition, maintenance, or operation is concerned, between a national monument and a national historic site?

Mr. HARTZOG. No, sir; there is not. The primary differentiation is that the national monuments that have been established under the Antiquities Act of 1906, both by executive action and by congressional action, generally relate to areas that have scenic or scientific values; whereas, areas established by executive and legislative action having primarily historical significance, as does this area, are established and administered under the authority of the act of 1935 as historic sites. So it is simply a matter of trying to keep the areas in the proper categories.

Senator Moss. So that what you are saying is the only difference here would be to more clearly describe what this area would be?

Mr. HARTZOG. That is right, sir.

Senator Moss. And there would be no difference in maintenance or exhibitions of what is to be seen there?

Mr. HARTZOG. No, sir. There would be the same quality, same standard of service, same development standards. It will come under the historical category of areas of the national park system and will have the same standard as Gettysburg or any of the rest of the historical areas.

Senator Moss. Thank you, Mr. Hartzog.

Senator BIBLE. Any further questions?

Senator Moss. No, sir.

Senator BIBLE. Thank you very, very much, Mr. Director, and I compliment you for your presentation here this morning.

The next witness will be the senior Senator from the State of Utah, the Honorable Wallace F. Bennett.

STATEMENT OF HON. WALLACE F. BENNETT, A U.S. SENATOR FROM THE STATE OF UTAH

Senator BENNETT. Mr. Chairman, I appreciate the opportunity to appear, and I am sorry I could not be here at 9 o'clock. I am grateful for your patience.

I have a statement that I should like to offer complete for the record.

Senator BIBLE. You may proceed, Senator.

Senator BENNETT. Mr. Chairman, I am very happy to appear today before the Interior Committee in full support of a bill establishing the Golden Spike National Monument. I have had the privilege of introducing three Golden Spike Monument bills—one each in the 87th, 88th, and 89th Congresses. This year my colleague, Senator Moss, also has chosen to introduce a Golden Spike National Monument bill and since his proposal is very similar to mine and since I do not have any pride of authorship I am willing to support his bill as well.

Mr. Chairman, my main interest is in getting legislation approved so that the Golden Spike National Monument will become a reality in time for the centennial celebration in 1969.

The National Park Service has assured me that it has plans by which a complete national monument unit could be available by 1969 to accommodate visitors to the pending centennial celebration. These plans include roads, visitor center, museum pieces, vintage trains, etc. In addition, the possible use of old-time trains running along the original track bed and other such items also are in the advanced planning stages.

Land acquisition, development programs, and operating costs are also ready. In other words, the National Park Service is ready for the creation of a national monument. Congress need but give its approval and the plans could be put into action immediately.

History.—The driving of the golden spike linking the East and West by railroad took place at Promontory Summit on May 10, 1869. President Abraham Lincoln signed the bill which created and financed the great Union Pacific Railroad and authorized construction of a railroad and telegraph line from Council Bluffs, Iowa, to the West.

The Central Pacific, now the Southern Pacific, was also created and financed and began building eastward from Sacramento. The railroad, estimated to take 12 years to build, was finished in 6½ years as the result of one of the greatest building races in history.

Both companies were spurred on by the rich land grants and bonds that came with each mile completed on the road.

This transcontinental railroad was all built by hand at a cost of \$180 million. As the Government set a meeting point at Promontory Summit, on April 28, 1869, a world's record of 10 miles of track laid in one single day was set by the Central Pacific's Chinese and white crews. This was their crowning achievement in the race eastward, and to this day the record remains unbroken. On May 10, 1869, Gov. Leland Stanford of California drove the golden spike which united the two halves of the first transcontinental railway.

Golden Spike National Historic Site.—Official recognition of this historic event did not come until 1957 when about 7 acres of land in non-Federal ownership at Promontory Summit was designated as a national historic site. The Golden Spike Association of Box Elder County, Utah, and the State of Utah, pursuant to a cooperative agreement entered into with the Department of the Interior, administer this site which includes a part of the old railroad right-of-way and the place where the golden spike was driven.

Park Service studies.—I asked the National Park Service in 1960 to make a survey of the area to see whether the site would be suitable

for inclusion within the National Park Service. In September 1960 the Park Service Advisory Board recommended that the present national historic site be enlarged to include the adjacent stretches of the original right-of-way, roadbeds, and related features, including the impressive physical remains of the original cuts, fills, and the trestle sites of the 1869 period, and such additional lands as might be necessary for the preservation, interpretation, and public use of the site. They further recommended that such lands and features be acquired by the United States.

My bill is based upon the recommendations of the Park Service after further studies to determine what lands and features should be included. The proposed area consists of about 634 acres owned by the State of Utah and about 1,542 acres of private land.

The Southern Pacific Railroad has provided the Park Service with the deed to the railroad right-of-way but it was not accepted because the Attorney General's office raised objections since it does not clearly convey title. The Southern Pacific owned the odd numbered sections. However, they sold off sections and retained only the right to build a railroad (floating easement) not necessarily on the same land. The even sections were public domain and were sold with no mention made of a possible railroad.

Therefore, the railroad lands will be considered private lands and will be purchased like the rest. The Park Service is glad to have the quitclaim deed and to clear the record they will be glad to accept it; however, it will increase the cost of land acquisition by about \$20,000. This would bring the total cost of land acquisition to about \$118,000. The development program would cost \$1,050,000 and the annual operating costs would be about \$80,000.

Deserves national monument status.—I feel that national monument status, rather than the lesser status of a historic site, is fully merited.

The driving of that historic golden spike marked the completion of the transcontinental railroad and the unification of the Nation by rail. This event is one of the most important in U.S. history. National monument status is in keeping with the request made by the local people and it is based on the thought that greater development and status would be given if the site is made a national monument.

Last May, Interior Secretary Stewart L. Udall informed the Interior Committees in the Senate and House that he intended to designate 2,176 acres of land in Box Elder County as a new national historic site. However, because the great bulk of the acreage involved is owned by the State of Utah and private landowners, it would be inappropriate to designate the area by Executive order. Legislation is required to permit the Federal Government to buy the land.

With the centennial celebration of the driving of the golden spike scheduled for May 10, 1969, it is vital that the area be designated now as a national monument so that the Park Service can have the site in suitable condition.

Again, I appreciate the opportunity of appearing in behalf of the Golden Spike National Monument.

Thank you.

I would just like to stress the point that in the years since this great event, much of the land in the area has passed into private ownership. Some of it is owned by the State of Utah. So under the circumstances, if we are going to have an expansion of this national historic

site, or make it a national monument, it is probably necessary that Congress act, so that it can provide the funds to acquire the needed private or State land, and it would be a little difficult to handle this entirely by Executive order.

The Southern Pacific has tried to convey the old right-of-way, but there have been questions of title so that the Federal Government has not been able to accept that without some problems, and under all the circumstances, I think it wise for Congress to act, and I hope it will act in time, so that much of the preparation of this area for public use, full public use, can be completed before May 10, 1969, which will be the centennial.

Senator BIBLE. I certainly would share that hope, too. I believe this is worthy of preservation, and I think it is a modest amount of money that is being requested. The development program goes over 5 years, so I would see no reason why this should not move along.

Senator BENNETT. Actually, we have already made the initial decision.

Senator BIBLE. Correct.

Senator BENNETT. With respect to the importance of the site: It is just a question, now, of how much it should be expanded, and what other interesting features not at the point of the golden spike should be included.

Senator BIBLE. Correct. This is a matter of interpretation, and I suppose the Park Service people are as well schooled in this area as anybody in the Government, and maybe in private life, so I think it is a very commendable project, and I see no reason why it should not move on very quickly.

Senator Moss. May I point out, Mr. Chairman, that the Legislature of the State of Utah created the centennial commission just this year, and the Governor has now appointed the members of that commission, which will begin to function on the 1st of June, I think it is, or July.

Anyway, they began to function this year, so this would be the proper timing, if we can get this legislation approved, to have the State and Federal Government working in concert.

Senator BIBLE. Yes, sir. Anything further, Senator Bennett?

Senator BENNETT. Just an invitation to the members of the committee to come out in 1969 and enjoy the fruits of your labors.

Senator BIBLE. Thank you, by gosh, that is optimistic. I have an election between now and 1969.

Senator BENNETT. So have I.

Senator BIBLE. This is fine. I hope we participate as Senators.

I think this completes all of our witnesses at this time, and we will stand in recess. We will check with the Appropriations Committee to see the availability of Governor Rampton, who wanted to appear here before us. I do have a few matters I want to talk over with Mr. Hartzog on other park proposals, some that have knotty problems in them and so we will stand in recess for 10 minutes.

(A short recess was taken.)

Senator BIBLE. The hearing will resume.

We are delighted to have with us this morning the Governor of Utah, the Honorable Calvin L. Rampton.

It is a great source of personal pride to welcome you to this committee, Governor, because our relationship goes back to the days

when we served in attorney general capacities, you in Utah and I in Nevada, so it is a pleasant renewal of an old acquaintanceship. We are delighted to have you here as a witness on the Golden Spike Monument proposal that is before us.

STATEMENT OF HON. CALVIN L. RAMPTON, GOVERNOR, STATE OF UTAH

Governor RAMPTON. Senator Bible, I am very grateful to you for recessing the hearing. I was down in the Appropriations Committee hearing. Senator Moss arranged my schedule, and I don't move as fast as you people do in Washington, I guess.

I was just unable to get here on time.

I appreciate the opportunity to come here and speak in support of the bill to create the Golden Spike National Monument. This is going to be, I am sure, if the monument is created, a joint effort on behalf of the U.S. Government and the State of Utah.

The last Utah Legislature created a commission known as the Golden Spike Centennial Commission, and provided a token appropriation to begin the planning for this event.

I appointed the committee some 2 weeks ago, and they had their first meeting on May 10, which was the golden spike anniversary. As you are aware, the centennial will be on May 10, 1969, and we intend to have this a major exposition in the State of Utah.

It will be a major transportation exposition, which will exceed in scope by a considerable amount even our "This Is the Place" centennial in 1947.

We are not quite sure yet just how extensive the plans will be, but I hope the Commission will have a definite preliminary plan ready to present to a special session of the Utah Legislature, which I hope to call in January of 1966. At that time I am going to ask for additional planning funds from the State, and an essential part of our plan will be the creation of this monument, and if this bill which we are considering here today can be approved and passed by that time it is going to be a great step forward for us in our planning.

In the event we were uncertain, in January, about the status of this national monument bill, it would cause me considerable trouble in planning from then on, and it would help me out a great deal in making recommendations to the legislature if I could know just where I stood well in advance of the January session of the legislature.

I feel that this is essential. The planning of the State, the appropriations of the State, and the execution of these plans and the creation of this centennial exposition will dovetail very well with the bill being considered, and we would appreciate favorable consideration and prompt consideration.

Senator BIBLE. Well, thank you very, very much, Governor Rampton. I want to assure you, and I made the statement just a little earlier, that I certainly am convinced that this is one of the great historic monuments of the building of the West and should be preserved. I think it is completely justifiable to create a Golden Spike National Historic Site, or Golden Spike Monument, or whatever it might properly be called, and the Park Service has indicated that they prefer the name Golden Spike National Historic Site.

Governor RAMPTON. Well, I have looked at the proposed amendments, and so far as I can see, they are perfectly all right with us.

Senator BIBLE. It certainly would be just as attractive a site to visit, whatever its name might be, and we have been alerted that you are planning your centennial celebration on May 10, 1969.

I compliment you for the appointment of your committee to start things going in that direction, and as chairman, you can rest assured that we will try to get this out of subcommittee very quickly, and from subcommittee to full committee, and get the authorizing legislation over on the House side.

I believe that I have been told that the House is going to have some hearings on this very same proposal early in June, so that being true, I can't see any reason at all why the authorizing bill, the bill before us, should not be enacted into law in the very, very near future.

This sets the framework, or the cornerstone, for obtaining the appropriations to go forward.

Governor Rampton. Thank you.

Senator BIBLE. Senator Moss?

Senator Moss. Thank you, Mr. Chairman.

I am most happy that the Governor could be here to express the point of view of the State, and to tell the subcommittee the planning that is already going on in Utah, looking toward the centennial, and I do appreciate the promptness of the chairman in setting the hearing and accelerating this bill.

As the Governor indicated, we see no objection to the proposed amendment changing the title to national historic site rather than national monument as set forth in the bill. Mr. Hartzog, in his testimony, made it perfectly clear that the management would be exactly the same, whatever the title happens to be of this site.

This is a colorful chapter in the history of America. It is no time to fill up the record with it, but there is one interesting thing. Mr. Hartzog talked about these two rights-of-way coming and passing one another. The railroads kept on building, rather than come together, and this was because of the rewards they were getting for every mile of track laid down.

Another colorful thing is that the road coming from the east was built almost entirely by gangs of Irishmen who were brought in here as laborers, and they built the road going westward, whereas the labor gangs building the road coming from the west to the east were Chinese, who were brought in as laborers in much the same way, and when these two elements met some very interesting events occurred around the promontory there, and all of this is certainly one of the great, colorful, human chapters of the building of America.

Thank you, Mr. Chairman.

Senator BIBLE. I know it is, and do we have further witnesses?

The committee has uniformly followed a policy of putting a limitation on acquisition costs, and I know the sponsor of the bill has no objection to that.

More recently, the House side has been putting on limitations as far as development costs are concerned, and very recently we have accepted amendments on the Nez Perce bill, and one other bill, the Agate Fossil bill, and we probably will follow that pattern in subcommittee, but I don't see why there should be any objection to that.

We simply hold to the figures as given to us by the Department.

I will include at this point a statement of the historical significance of the site.

(The document referred to follows:)

STATEMENT ON THE HISTORICAL SIGNIFICANCE OF THE GOLDEN SPIKE SITE,
PROMONTORY SUMMIT, UTAH

(Prepared by Roy E. Appleman)

Promontory Summit, Utah, is the place where the Union Pacific and the Central Pacific Railroads met and thereby completed the first transcontinental railroad in the United States. It was the first railroad in the world to span any continent. The event took place on May 10, 1869.

Many proposals for a transcontinental railroad had been promoted, beginning in the 1830's. It was not until the Pacific Railroad Act of 1862, signed by President Abraham Lincoln during the Civil War, however, that the project received Federal status with U.S. Government aid assured. Two railroad companies formed under the terms of the law received large Federal land grants to assist them in financing construction. The Union Pacific, starting at Omaha, Nebr., and building west, and the Central Pacific, starting at Sacramento, Calif., and building east were the two railroads concerned. The vast project cost more than \$180 million in terms of the money of that day, and involved between 25,000 and 30,000 men working at construction with heavy loss of life during the work. The Union Pacific building from the east employed, principally, recent Irish immigrants for laborers, using altogether, about 12,000 of them. The Central Pacific imported Chinese from Asia as its principal labor force and had, altogether, about 18,000 of them.

On May 10, 1869, a great celebration, participated in by communities from coast to coast and symbolizing the joining of the two tracks for the completion of the transcontinental railroad took place at the point of juncture at Promontory Summit, Utah. The principal event was carried telegraphically to all parts of the country. This was the driving of a last golden spike into the final tie linking the two tracks. At 12:47 p.m., the telegraph at the site sent out the message, "The last rail is laid, the spike is driven. The Pacific Railroad is completed." This final ceremonial act symbolized the attainment of a long-sought goal—a direct transportation route to the Pacific Ocean and the China trade. It also achieved the great political objective of binding together by iron bonds the extremities of continental United States; it forged a rail link from ocean to ocean. Establishment of the proposed national historic site will permit interpreting the railroad story associated with the linking of the east and west coasts by rail, and show the social, political, and economic results of this great transportation advance.

The transcontinental railroad track swung around the north side of the Great Salt Lake by crossing the Promontory Range of Mountains which formed a long finger of land extending southward into the lake. Promontory Summit, the pass across the range, lies about 56 miles northwest of Ogden, Utah. The main track crossed Promontory Summit on the original right-of-way until 1903 when the Lucin Cutoff was built to cross an arm of Great Salt Lake, shortening the route and eliminating the steep grade climbing the east slope of the Promontory Range. In 1940, the original Golden Spike route around the north end of Great Salt Lake was abandoned to rail traffic, and 2 years later in 1942, the rails were removed for scrap iron purposes during World War II.

The area recommended for inclusion in the Golden Spike National Historic Site consists primarily of several miles of the original right-of-way of the first transcontinental railroad. Both the Union Pacific and the Central Pacific Railroad Co.'s built grades and track in 1869 in this area. Both are presently owned by the Southern Pacific Railroad Co. The proposed area is essentially an elongated, ribbonlike strip of land. A limited amount of State owned and privately owned land will be needed for bulges and widenings beyond the right-of-way where entrance, visitor service, facilities, and protection of physical remains of the original railroad construction are required. The right-of-way of the historic railroad grade is 400 feet wide.

The length of historic railroad right-of-way proposed for historical preservation of both the Union Pacific and Central Pacific Railroads, which parallel each other in close proximity across the Promontory Range, being sometimes only a few feet apart and crossing each other at other points, includes impressive physical remains of the original 1869 construction. Among these features are the Blue Creek cross-

ing at the eastern base of the Promontory Range and the steep ascent of the eastern slope of the range. On this climb there are the big fill of the Central Pacific and the big trestle and Carmichael's and Clark's cuts of the Union Pacific. The climb up the eastern slope of the range from Blue Creek Crossing to the semi-level crest of the pass between the North and South Promontory Ranges is about 9 miles. There the line ran for about 1 mile through the pass on a nearly level grade. Then it began the descent of the western slope of the range which is much less steep than the eastern face. Once down this slope the track curved south around the northern tip of Great Salt Lake. A relatively short stretch of the original grade on the western slope would be included.

On this western face of the Promontory Range, a track-laying record of 10 miles of track for 1 day was put down on April 28, 1869, by the Central Pacific crews. This record apparently has never been equaled anywhere in the world in the history of railroad building. A small section of this 10-mile record course, about 1½ to 2 miles of it, is proposed for inclusion in the national historic site.

From both the eastern and western slopes of the Promontory Range along the original grade of this first transcontinental railroad the great Salt Lake can be seen, and also fine views of the majestic Wasatch Range to the east as well as the rugged mountain scenery close at hand.

The terrain scene where the first transcontinental railroad was completed across the Promontory Range, fortunately, remains just about as it was nearly a century ago when the first track there was laid, and the original constructive features have survived. There is tremendous public interest in this site and it is mentioned in every schoolbook in the history of our country. It is one of the preeminent historic sites in our land and the Congress should take the necessary steps to assure its preservation.

Senator BIBLE. If there is nothing further, the subcommittee stands in adjournment.

(Whereupon, at 9:55 a.m., the subcommittee adjourned, subject to call.)



The following information was obtained from the records of the National Archives and Records Administration, Department of the Interior, Bureau of Land Management, regarding the land grant to the State of California for the purpose of establishing a State Normal School at San Jose, California, in 1850.

The land grant was made by the United States Government to the State of California, and the land was to be used for the purpose of establishing a State Normal School at San Jose, California. The land was to be surveyed and the proceeds of the sale of the land were to be used for the purpose of establishing the school.

The land grant was made by the United States Government to the State of California, and the land was to be used for the purpose of establishing a State Normal School at San Jose, California. The land was to be surveyed and the proceeds of the sale of the land were to be used for the purpose of establishing the school.

It is noted that the land grant was made to the State of California, and the land was to be used for the purpose of establishing a State Normal School at San Jose, California. The land was to be surveyed and the proceeds of the sale of the land were to be used for the purpose of establishing the school.

(If)



