general management plan
december 1978

GOLDEN SPIKE

NATIONAL HISTORIC SITE / UTAH

APPROVED:

Richard A. Strait
Acting Regional Director, Rocky Mountain Region

Dec. 26, 1978

GENERAL MANAGEMENT PLAN

GOLDEN SPIKE
NATIONAL HISTORIC SITE
UTAH

TABLE OF CONTENTS

Introduction INT-1
The Region. INT-2a
Vicinity Map. INT-2b
Access. INT-2c

Statement for Management . . . . . SFM
Purpose of the Park SFM-1
Significance of Park Resources. SFM-1
Management Zones. SFM-3
Geological Base Map SFM-3a
Influences on Management. SFM-4
Constraint Map. SFM-4a
Management Objectives SFM-8
Area Legislation. SFM-8a

Resources Management Plan. . . . . RMP
Natural Resources Management Plan RMP-1
Hydrology Map RMP-1a
Cultural Resources. RMP-3
Cultural Resources Map. RMP-3a
Boundary Adjustments. RMP-5
Land Acquisition Map. RMP-5a

Visitor Use Plan . . . . . VUP
Interpretation of Park Resources. VUP-1
Visitor Use and Safety. VUP-3
Information and Support Services. VUP-3

General Development Plan . . . . . GDP
General Development Plan. GDP-1
General Development Plan Map. GDP-3a
Headquarters Area Development Plan Map. GDP-3b

Outline of Planning Requirement Summary . . . . . Appendix A

General Development Summary . . . . . Appendix B

List of Legislation Required. . . . . Appendix C

Planning Team . . . . . Appendix D

INTRODUCTION

A General Management Plan is prepared to guide the realization of a park's purpose in accord with applicable legislation and National Park Service management objectives and management policies. As such, it contains a statement of park purpose, interpretive objectives and park management goals. A General Management Plan develops, in succinct language, the long-range, flexible strategy for resource management, interpretation, visitor use and area development at a level of detail that facilitates implementation of proposed actions; it includes requirements necessary to ensure compliance with all relevant legislation, management policies, and management procedures. The Golden Spike National Historic Site General Management Plan provides necessary guidance toward effective management and appropriate development of the park.

Preparation of this General Management Plan was begun as a proto-type project during formulation of the present National Park Service planning process. Work began through development of the park's Statement for Management and Outline of Planning Requirements in October 1974. An information base of cultural resource materials, geological and biological information, and other data was assembled into a working reference document for use in preliminary workshop discussions. As part of the information gathering process and in compliance with Executive Order 11593, archeological and historical resource inventories and evaluations were completed and resultant data were utilized in formulation of the General Management Plan.

The preliminary General Management Plan was utilized as a discussion document to outline basic alternatives and provide backup material for public involvement. Informal public workshops and discussions were carried out between July and October 1975, and an Environmental Assessment was prepared that reflected public input. In November 1975, a formal presentation and public meeting was held on the Golden Spike Environmental Assessment. Following the required waiting period, an environmental evaluation by staff personnel assessed all input and alternatives. The resultant Environmental Review was approved on February 27, 1976; the Promontory Summit area was selected as the major development zone for Golden Spike National Historic Site. The Environmental Review further declared that (1) cultural resource treatment would be detailed in the Cultural Resource Management Plan,

(2) further consideration and assessment would be required prior to any boundary modification and (3) passenger railroad service from Ogden, Utah to the National Historic Site would be studied and assessed after preparation of relevant interpretive guidelines. However, rail service to the park's eastern boundary was determined to be unfeasible during preparation of an Environmental Impact Statement in 1977 by Thiokol Chemical Corporation, landowners adjacent to the National Historic Site.

In order to maintain flexibility in planning, interpretation and management, the Environmental Review directed that any other new projects be assessed at the comprehensive design stage. Because project assessments will, thereby, be prepared, it was decided that an Environmental Impact Statement was not required for this General Management Plan.

Each section of the General Management Plan is paginated with its own prefix and numerical order to facilitate revision. The sections are coded as follows:

Introduction . . . . . .INT

Statement for Management . . . . .SFM

Resources Management Plan . . . . .RMP

Visitor Use Plan . . . . . .VUP

General Development Plan . . . . .GDP

THE REGION

GOLDEN SPIKE NATIONAL HISTORIC SITE
UTAH

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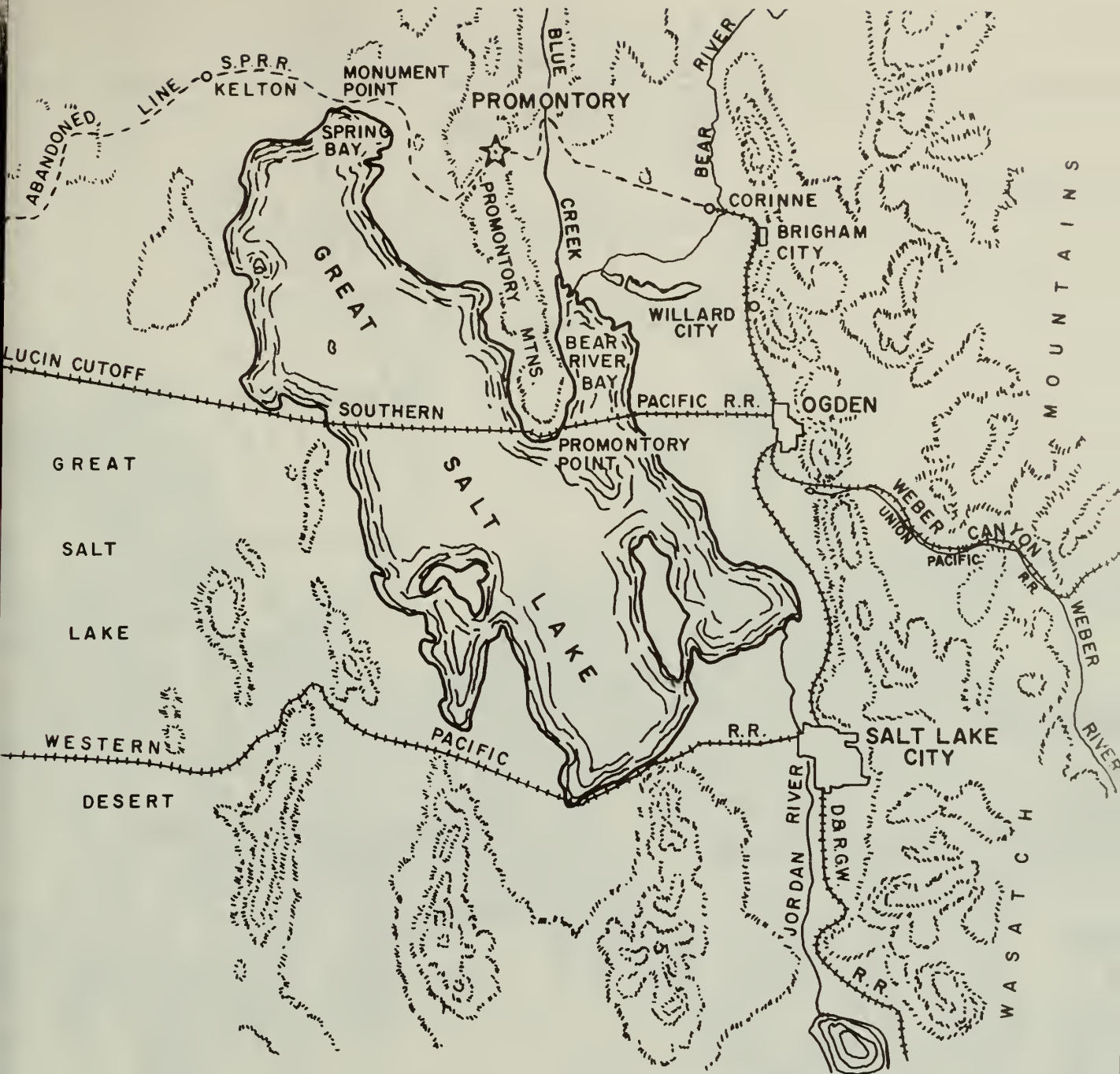
4-19-76 | R.M.R.O.

INT-2a



VICINITY MAP

PROMONTORY SUMMIT
GOLDEN SPIKE NATIONAL HISTORIC SITE
UTAH

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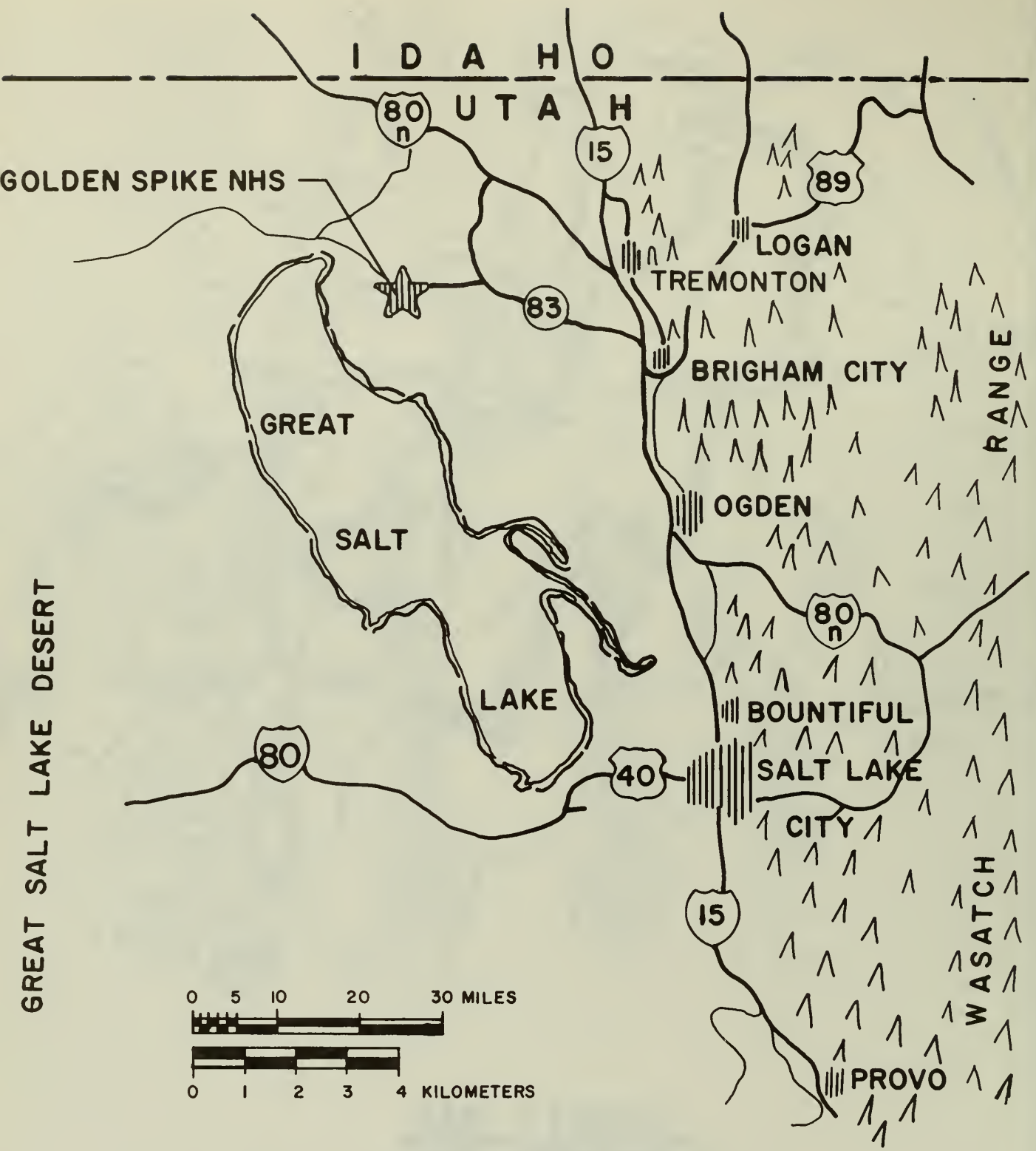
INT-2b



ACCESS

GOLDEN SPIKE NATIONAL HISTORIC SITE

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STATEMENT FOR MANAGEMENT

GOLDEN SPIKE NATIONAL HISTORIC SITE

UTAH

STATEMENT FOR MANAGEMENT

GOLDEN SPIKE NATIONAL HISTORIC SITE

Prepared by: George D. Church — Superintendent — 11/19/75 Date

Preliminary Approval: Glen T. Bean — Acting Regional Director, Rocky Mountain Region — 12/23/75 Date

WASO Policy Review: /s/ John E. Cook — Acting Deputy Director — 2/10/76 Date

Final Approval: Regional Director, Rocky Mountain Region — 5/17/76 Date

Anniversary Approval: Glen T. Bean — Acting Regional Director, Rocky Mountain Region — 5/26/77 Date

STATEMENT FOR MANAGEMENT

GOLDEN SPIKE NATIONAL HISTORIC SITE

Anniversary Approval: Glen T Bean 7/5/78

Regional Director
Rocky Mountain Region

Date

GOLDEN SPIKE NATIONAL HISTORIC SITE

STATEMENT FOR MANAGEMENT

I. PURPOSE OF THE PARK

Public Law 89-102, signed into law July 30, 1965, set aside such lands as necessary "for the purpose of establishing a national historic site commemorating the completion of the first transcontinental railroad across the United States . . ." and authorizes construction and maintenance of "such facilities for the care and accommodation of visitors as the Secretary of the Interior may deem necessary."

II. SIGNIFICANCE OF PARK RESOURCES

The original "Spike Site" consisted of approximately 7 acres and was designated a National Historic Site in non-Federal ownership by the Secretary of the Interior on April 2, 1957. This present site now extends over 15½ miles of original railroad grades and consists of 2,203.20 acres, much of which is contained within a 400-foot wide right-of-way obtained from the Southern Pacific Railroad.

The national historic site contains hillsides, mountains, and plains at the summit of the Promontory Range in the northern part of the basin of the Salt Lake and ancient Lake Bonneville and is in the Upper Sonoran Life Zone. The park is divided into three major areas of interest: the east slope, the summit, and the west slope. The summit area is the primary focal point where the symbolic driving of the Golden Spike celebrated the completion of the first transcontinental railroad.

The paramount historical significance of the first transcontinental railroad lies in its effect upon the far western frontier. It made the first serious and permanent breech in the frontier and established the process by which the entire frontier was to be demolished.

As the site where the Central Pacific and Union Pacific united to inaugurate cross-country rail travel, Promontory Summit best illustrates the historical meaning, as well as the dramatic construction story, of the first transcontinental railroad, for it was here the two lines met on May 10, 1869.

Impressive historic remains existing today that illustrate the construction story of the Pacific Railroad extend in a belt 400 to 1,000 feet wide across the Promontory Mountains. This ribbon of land is divided into three major areas of historic interest: the summit, the east slope, and the west slope.

The Summit

The summit area is the primary focal point; here, on May 10, 1869, the final spike (an iron spike in an ordinary tie) was driven to complete the nation's first transcontinental railroad. This is the point where the Central Pacific Railroad from Sacramento, California, and the Union Pacific Railroad from Omaha, Nebraska, joined, making cross-country rail travel a reality! However, only traces of these first railroad grades remain in the summit area; subsequent alterations and developments have destroyed much of the original, in-place evidence of 1869 Promontory.

By May 1, 1869, anticipating the joining of the rails, the summit tent-village of Promontory was born. It subsequently survived, as a small railroad-support town, until 1942. Archeological investigation in the area has yielded many traces of Promontory's occupation and use.

In 1919 the Southern Pacific Railroad erected a monument in the approximate area where the railroads first met. A plaque, added to the monument in 1958, indicates that the area is a National Historic Site.

The East Slope

Spectacular remains reflecting the building and maintenance of the railroad stretch across the Promontory Range from its eastern base at Blue Creek to the summit. These consist of Union Pacific and Central Pacific parallel grades; parallel rock cuts, including the Union Pacific's "false cut" just west of the Big Trestle/Big Fill area; Union Pacific trestle footings; major Central Pacific earth fills; stone culverts and two still-standing Central Pacific wooden trestles (trestles 1 and 2). The grades, cuts, fills and trestle footings represent every variety of heavy work undertaken by the railroad workers except tunneling. Drill marks are visible in the rock cuts, and borrow pits remain beside the railroad grades. The basal portions of Central Pacific telegraph poles march up the east slope of the Promontories on the historic Union Pacific grade.

Numerous stone foundations and rock walls, leveled tent platforms, remains of pit houses, dugouts and basements, fireplace chimneys, and hearth areas parallel the railroad grades on the east slope of the mountains. These indicate the locations of railroad construction workers' camps, workshop areas, such as blacksmithing, and "Hell-on-Wheels" towns associated with the final days of construction.

The West Slope

From the summit area southwest, the parallel grades follow the gently sloping floor of Promontory Hollow. This segment of the park includes a 3.2-mile portion of the grade on which the Central Pacific laid its renowned "ten miles of track in one day" and those portions of the Union Pacific grade that were never used. When the April 1869 order establishing

Promontory Summit as the meeting point came, all Union Pacific work to the west stopped. The incompleted rock cuts, partially built fills, uncovered culverts and generally unfinished nature of the grade provide excellent examples of railroad construction processes, such as the stockpiling and reuse of size-graded stone material for grade foundation and the stair-step type of construction undertaken at the long rock cuts. Drill marks, stone culverts and Central Pacific wooden culverts also occur along the west slope.

Like the eastern slope of the mountains, the western slope contains spectacular evidence of construction worker campsites such as pit house remains, lean-to shelters, rock walls, trash pits, and rock chimneys perched against prominent limestone outcrops.

Natural Resources

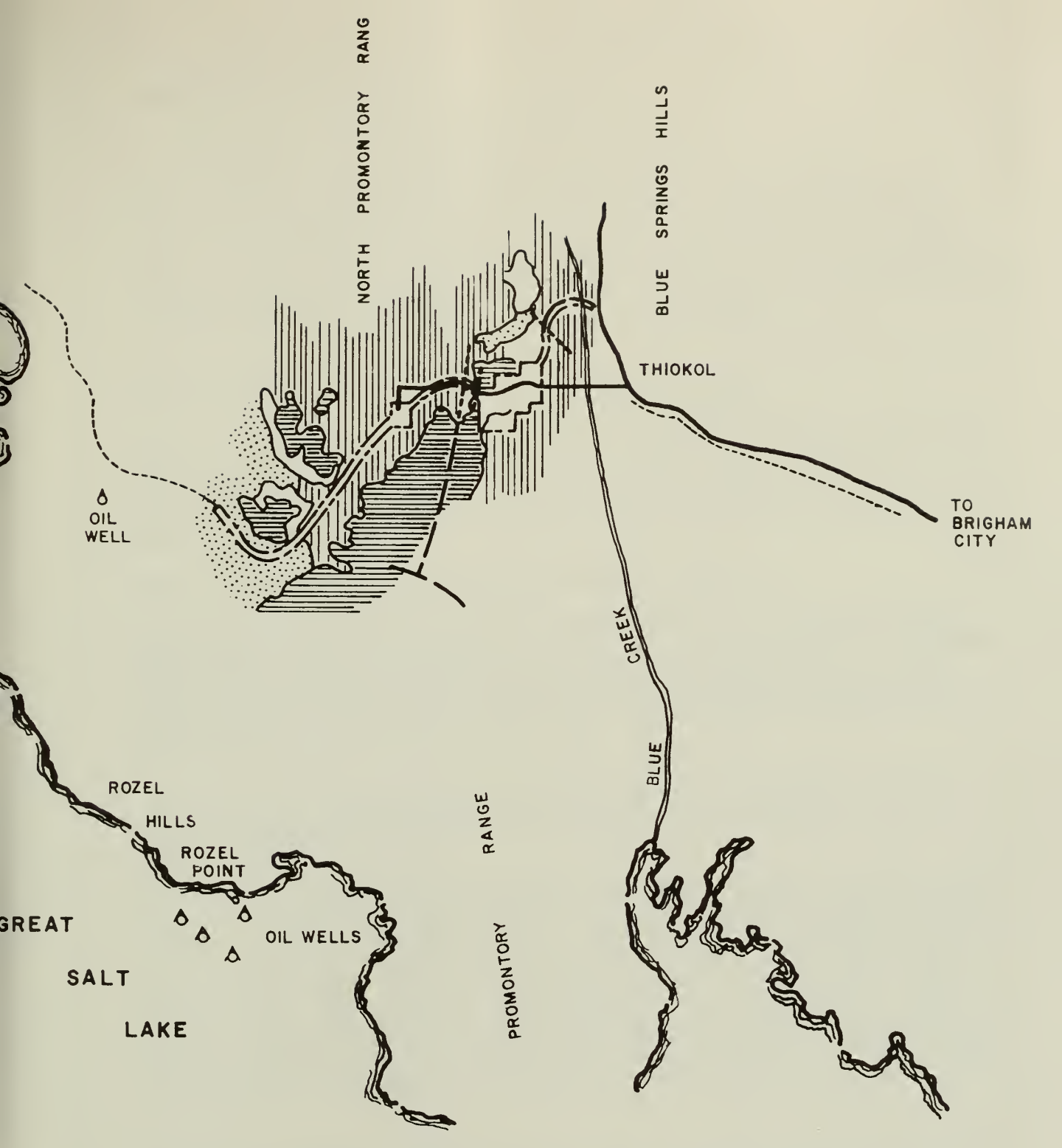
The National Historic Site is in the summit area of the major pass over the Promontory Range; it lies between the North Promontory and the Promontory Mountains in the northern part of the Great Salt Lake Basin. During glacial times the summit was under the water of ancient Lake Bonneville and old lake terraces form prominent features visible throughout the entire area. As a result of their Quaternary geologic history, today's surface materials consist of fine-grained lake sediments and alluvial detritus (See map on next page). Subsurface deposits consist primarily of Pennsylvania sandstones, shales and limestones and Tertiary extrusive materials. Numerous fault lines dating from the latter time run through the Promontory Range.

No springs or travertine deposits occur within the monument although such features are found at Rozel Point, 15 miles to the southwest of Promontory. Also at Rozel Point is an asphalt seep which was discovered before the first organized oil exploration in the early 1900's.

Today the region is semi-arid to arid and is included in the shadscale-kangaroo rat-sagebrush biome of the northern Great Basin. The major flora found at Golden Spike consists of sagebrush, rabbitbrush, Indian rice grass and a variety of other grasses. A few Utah Junipers and one historic boxelder tree grow on park lands. Jack rabbits, kangaroo rat, coyote and the historically-introduced ring-necked pheasant are the area's most numerous fauna.

III. MANAGEMENT ZONES

The National Historic Site is managed according to National Park Service historic preservation policies and legislative directives. The 160-acre summit area contains most of the park development; other portions of the park directly affected by visitor and administrative use are the west Central Pacific grade and portions of the east slope railroad grades. While these areas of use are necessary, they are kept to a minimum and managed as part of the historic zone. They are not considered a development subzone.



GEND

- IEVILLE TERRACE
- UVIAL SURFACE
- E BED SEDIMENTS
- T TRACE EXPOSED
- T INFERRED
- RRH FORMATION
- BOUNDARY

- (QUATERNARY)
- (QUATERNARY)
- (QUATERNARY)
- (TERTIARY)
- (TERTIARY)
- (PENNSYLVANIAN)
- GOLDEN SPIKE NATIONAL HIST. SITE

GEOLOGIC BASE MAP

UTAH

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SFM - 3a

IV. INFLUENCES ON MANAGEMENT

A. Legislative and Administrative Constraints

The establishing legislation authorized expenditure of not more than $1,168,000 for land acquisition and development. The National Park Service has subsequently received additional authorization to purchase replica locomotives, tenders, appurtenant structures and for preservation of historic features relating to construction of the transcontinental railroad through enactment of P.L. 94-578 on October 21, 1976, increasing the development ceiling from $1,168,000 to $5,422,000.

The two locomotives presently used for interpretation are on loan from Nevada and are being returned at the state's request.

As a National Historic Site listed on the National Register of Historic Places, Golden Spike is protected by Executive Order 11593 and the 1966 National Historic Preservation Act. All actions that will, in any way, affect the area must receive clearance from the Advisory Council on Historic Preservation.

The National Park Service has proprietary jurisdiction.

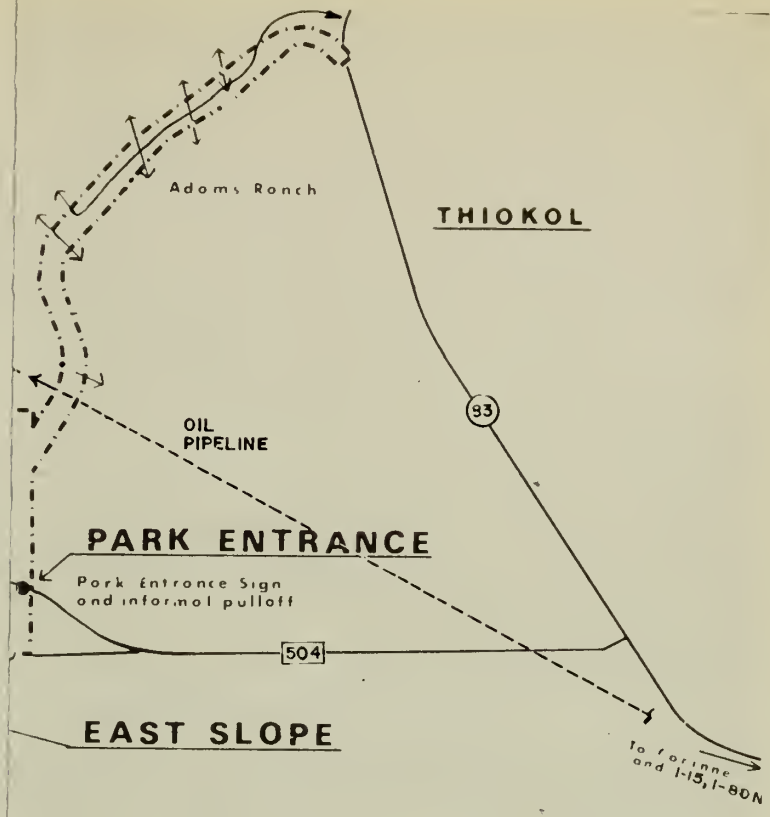
A Memorandum of Agreement with Box Elder County for cooperative road maintenance within the Promontory Summit area expires January 29, 1988. Within this agreement National Park Service is responsible for trash cleanup and the county will maintain road surface and shoulders. The Service is also permitted to place signs along county road FAS-504 in this area.

The Southern Pacific Railroad reserved the right to operate upon the right-of-way consistent with the national historic site use. (Deed dated December 9, 1968.)

There is a Cooperative Fire Agreement and Operating Plan for control of range fires with Box Elder County and the State of Utah (dated May 14, 1974). It remains in effect year to year but may be terminated upon written notice to the other parties prior to May 1 of any year. This involves providing the initial response for action within the Golden Spike District consisting of approximately 111.94 square miles (290 square kilometers). Initial response involves locating the fire and providing limited suppression using county fire equipment. National Park Service staff and equipment are used on fires which threaten park resources.

There are several special-use permits for utility crossings, and an existing pattern of uses within the park. (See map on following page.)

Solid wastes are hauled to Brigham City and disposed of in the Box Elder County landfill.



Wheat Farming

WEST SLO

Access across private lands, 10 miles

Visitor Auto Tour on

UNAUTHORIZE
4 wheel drive on
motorcycle use o
slopes

Exit

LEGEND

Park Boundary
Visitor Center
Roads
Farm Access Easement
Utility Easement

Borrow Pits

N

SFM - 4a

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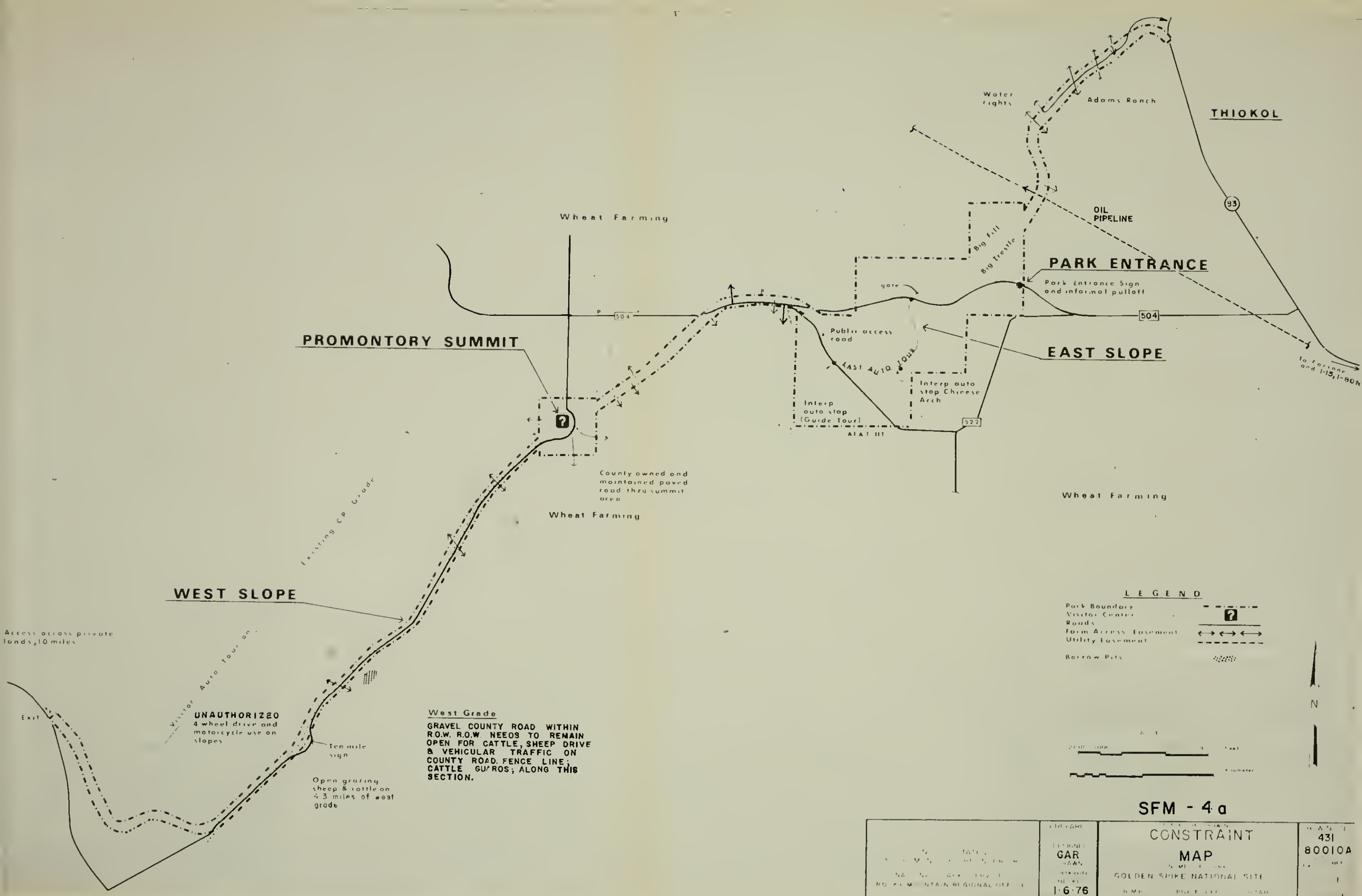

SFM - 4a

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Legislation would be required to authorize any further land acquisition or use of land outside the present authorized boundary. Significant cultural resources associated with the national historic site are located on adjacent private properties.

B. Regional Influences

The park is in Box Elder County, Utah, 25 miles west of Corinne, 35 miles west of Brigham City, and 85 miles northwest of Salt Lake City. Paved two-lane State Highway 83 from Brigham City leads to the area. The area is remote from food and gasoline services. Interstates 80N and 15 serve Brigham City and other Wasatch Front communities.

Utah's population increased 109 percent from 1930 to 1970, with a corresponding national increase of 65 percent. The majority of Utah's population is located in the Salt Lake City/Ogden/Provo area. Golden Spike National Historic Site is located in the northwestern part of the state within 70 miles of this center of population. The county's population is concentrated in its eastern communities.

Approximately 75 percent of Box Elder County's population was born in Utah, while the non-natives came primarily from other western states. The State of Utah has traditionally emphasized the importance of education and the state has ranked third in the nation in percent of personal income spent on public education. The major economic base and stimulus of Box Elder County is the manufacturing at Thiokol Chemical Corporation. However, agriculture still is a significant source of income and employment. With regard to farm products sold, Box Elder County ranks second in Utah. The county ranks first in crops and fourth in livestock and poultry products.

The major land uses along the Golden Spike historic right-of-way are agricultural, consisting of cultivated winter wheat and grazed sagebrush-native-grass communities. Easements across the right-of-way have been granted for access to the adjacent agricultural lands. Farm practices around the park, where dry farm lands are allowed to lie fallow for one year periods, cause extra problems with dust and dirt at visitor center facilities. The park has joined local landowners in a proposed U.S. Department of Agriculture Resource Conservation and Development project directed by the Soil Conservation Service. Land surrounding the park, given the title of the Golden Spike Erosion Control District, will be improved through various land-treatment practices to control water runoff and reduce erosion when the project has been approved.

Box Elder County lies within the Bear River multi-county planning district. Some of the major outdoor park and public use areas near Golden Spike serving this region are Cache and Sawtooth National Forests, Willard Bay State Recreation Area, Locomotive Springs and Bear River Migratory Bird Refuge Waterfowl Management Areas, and Powder Mountain and Nordic Valley ski resorts. Visitors to Locomotive Springs and Bear River Waterfowl Management Areas occasionally proceed to Golden Spike National Historic Site.

Golden Spike National Historic Site is strongly endorsed and supported within the county and the state. This is also reflected through the region's travel promotion of "The Golden Spike Empire." Adjacent tourist attractions also promote the site. The Golden Spike Association of Box Elder County provides an annual commemorative celebration on May 10 of the driving of the last spike. This area promotion affects the site by increasing repeat visits by both local and national visitors.

The national historic site lies in a zone with a general distribution of major plant communities consisting of grasslands and sagebrush range types. Wildlife is varied and consists of the larger mammals such as the coyote, mule deer, bobcat, badger, jack rabbit, and mountain lion and smaller wildlife as birds, reptiles, and arthropoda.

Water is not readily available in stream or spring form within the park. However, the park receives its water from a well (427 feet deep) at the summit area. Water is scarce in this semi-arid region which dictates the sparse population in the area. The water scarcity has not affected operation of the park at present visitation levels.

Annual precipitation averages 8 to 12 inches, mostly in the form of winter snow. Temperatures range from about 20 degrees in the winter to an occasional 104 degrees in the summer. July and August are the hot summer months while the coldest weather is from late December through February. Spring and autumn months generally are mild although they can vary widely from day to day due to jet stream patterns and movement and the fact that the area is desert.

Snow depths in winter vary considerably, but average less than 12 to 14 inches with occasionally 3 to 4 inches falling per storm. Heaviest snowfall to date was 37 inches in the late 1940's and early 1950's.

Flash floods from occasional severe storms cause erosion of historic grades, cuts, fills, and trestles. One trestle and one large culvert have recently been lost altogether to this serious problem. Deterioration of Trestles No. 1 and 2, erosion of the east slope of the grade below a concrete box culvert west of these trestles, and threatened loss of Union Pacific grade one mile east of the visitor center continue to be serious preservation problems.

These same storms also concentrate lightning strikes on the Promontory Mountains and salt flats near the west end of the park, creating serious rangeland fire potential. Occasional prolonged windy conditions in this semi-arid rangeland hasten the weathering of park facilities and equipment.

Mosquitoes are blown into the summit area during the summer months from the adjacent salt flats and Great Salt Lake to the south and cause some visitor discomfort.

The impact of continued growth at Thiokol will mean crowded highways at times during the day when visitors are entering or leaving the site. Heavy air pollution from plant activities is not expected because it is a clean operation at this time except once daily when excess fuel is burned off. At these times a large mushroom shaped cloud of smoke is produced within view of visitors in the park.

Increasing air pollution from industries along the Wasatch front and on the Great Salt Lake such as a copper refinery and an oil refinery will undoubtedly continue in the Salt Lake Valley area. Visitors to the east and west ends of the park will see less of the vistas afforded from high points in the park overlooking the north arm of the lake.

Extraction of petroleum and geothermal energy have also been attempted, and further exploration for oil in the northern reaches of Great Salt Lake is expected during 1978.

Earlier, asphalt seepages southwest of the park off Rozel Point and early oil exploration indicated very minor evidence of oil.

C. Within-park Influences

The primary visitor stop is the summit area where the park story is told at the "Golden Spike Site." To heighten the experience and appreciation the recreated site displays vintage locomotives head-to-head on reconstructed tracks. Also at the summit area is a visitor center with parking for 62 cars, comfort facilities, and a small luncheon facility. There visitors can obtain information and interpretation and, during the summer, participate in a scheduled living-history reenactment of the driving of the Golden Spike.

Most of the park's development is at the summit area; however, there are vehicle tourways along the west slope and portions of the east slope including a 10-car parking area with a trail to the "Big Fill." Other uses within the park's 15½ miles consist of established livestock driveways, county roads, utility easements, and access easements across the right-of-way to adjacent landowners.

Golden Spike is a day-use area with 8:00 a.m. to 8:00 p.m. hours June, July, and August; 8:00 a.m. to 4:30 p.m. weekdays with 8:00 a.m. to 6:00 p.m. weekends for April, May, September, and October; and 8:00 a.m. to 4:30 p.m. for the remaining months of the year.

Visitation at the national historic site in the last several years has varied from 32,860 visits in 1967 to 169,500 in 1969, and 115,000 in 1972. Visits in 1974 fell to 48,700 during a period of gasoline shortage, and increased to 92,000 in 1976; but then dropped to 77,000 in 1977.

Generally visitors stay at the summit area for approximately 2 hours and proceed to the auto tours on the east or west slopes. Auto tours average 30 minutes.

There is serious deterioration and erosion of historical resources within the park caused primarily by spring runoff, flash flooding, and windy conditions. It is hoped that implementation of the present soil conservation plan will slow soil erosion on the historic resources.

New living-history demonstrations in conjunction with the "driving of the spike ceremony" were initiated in the summer of 1975 and consisted of tent-camp activities such as sourdough biscuit making, blacksmithing, and historical walks.

In compliance with Executive Order 11593 cultural resource inventory and evaluation has been completed for the park.

V. MANAGEMENT OBJECTIVES

To manage the park's historic scene and resources, as closely as practical, in keeping with their character and appearance in 1869.

To support preservation and restoration of the site through identification, evaluation, and interpretation of historic resources.

To provide visitors with an opportunity to understand and appreciate the railroad race to Promontory, and the effects of its completion on the development of the West, and on the social, political, and economic history of the nation.

To promote better understanding of the historic site within the region by increasing the level of programs and activities for school and other organized groups.

To promote enjoyment and understanding of the park's resources through the provision of visitor services and recreational facilities that do not adversely affect historic values.

To promote the sphere of Service influence in this region to support interest and action in the preservation of our national heritage.

12. Golden Spike

An Act to authorize the Secretary of the Interior to acquire lands for, and to develop, operate, and maintain, the Golden Spike National Historic Site. (79 Stat. 426)

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, such lands and interest in land, together with any improvements thereon, as the Secretary may deem necessary for the purpose of establishing a national historic site 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. 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 in the State of Utah under his jurisdiction which he classifies as suitable for exchange or other disposal. The properties so exchanged shall be of approximately equal value, but the Secretary may accept cash from, or pay cash to, the grantor in order to equalize the values of the properties exchanged.

SEC. 2.(a) The property acquired under the provisions of the first section of this Act shall be designated as the "Golden Spike National Historic Site" 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 historic site, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916 (39 Stat. 525), 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 (49 Stat. 666), as amended.

(b) In order to provide for the proper development and maintenance of such national historic site, 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, but not more than $1,168,000, as may be necessary for the acquisition of land and interests in land and

for the development of the Golden Spike National Historic Site pursuant to this Act.

Approved July 30, 1965.

Legislative History

House Report No. 569 accompanying H.R. 6280 (Committee on Interior and Insular Affairs).
Senate Report No. 329 (Committee on Interior and Insular Affairs).
Congressional Record. Vol. 111 (1965) :
June 16 : Considered and passed Senate.
July 12 : Considered and passed House, amended, in lieu of H.R. 6280.
July 21 : Senate concurred in House amendment.

Public Law 94-578
94th Congress

An Act

Oct. 21, 1976
[H.R. 13713]

To provide for increases in appropriation ceilings and boundary changes in certain units of the National Park System, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

National Park System.
Appropriation ceilings increase; boundary changes.

TITLE I—ACQUISITION CEILING INCREASES

SEC. 101. The limitations on appropriations for the acquisition of lands and interests therein within units of the National Park System contained in the following Acts are amended as follows:

16 USC 272f. (1) Arches National Park, Utah: section 7 of the Act of November 12, 1971 (85 Stat. 422), is amended by changing "$125,000" to "$275,000";

16 USC 459f-10. (2) Assateague Island National Seashore, Maryland and Virginia: section 11 of the Act of September 21, 1965 (79 Stat. 824), as amended (16 U.S.C. 459f), is further amended by changing "$21,050,000" to "$22,400,000";

16 USC 460m-14. (3) Buffalo National River, Arkansas: section 7 of the Act of March 1, 1972 (86 Stat. 44), is amended by changing "$16,115,000" to "$30,071,500";

16 USC 273f. (4) Capitol Reef National Park, Utah: section 7 of the Act of December 18, 1971 (85 Stat. 739), is amended by changing "$423,000" to "$2,173,000";

16 USC 459e-9. (5) Fire Island National Seashore, New York: section 10 of the Act of September 11, 1964 (78 Stat. 928), is amended by changing "$16,000,000" to "$18,000,000";

16 USC 459h-10. (6) Gulf Islands National Seashore, Florida and Mississippi: section 11 of the Act of January 8, 1971 (84 Stat. 1967), is amended by changing "$3,462,000" to "$22,162,000";

16 USC 461 note. (7) Lincoln Home National Historic Site, Illinois: section 3 of the Act of August 18, 1971 (85 Stat. 347), is amended by changing "$2,003,000" to "$3,059,000";

16 USC 111e. (8) Mesa Verde National Park, Colorado: section 3 of the Act of December 23, 1963 (77 Stat. 473), is amended by changing "$125,000" to "$193,233";

16 USC 90d-5. (9) North Cascades National Park and Lake Chelan National Recreation Area, Washington: section 506 of the Act of October 2, 1968 (82 Stat. 926), is amended by changing "$3,500,000" to $4,500,000";

16 USC 461 note. (10) Saint-Gaudens National Historic Site, New Hampshire: section 6 of the Act of August 31, 1964 (78 Stat. 749), is amended by adding a new sentence as follows: "For the acquisition of lands or interest therein, there is authorized to be appropriated not to exceed $80,000.";

(11) Scotts Bluff National Monument, Nebraska: section 3 of the Act of June 30, 1961 (75 Stat. 148), is amended by changing "$15,000" to "$145,000";

16 USC 271g. (12) Canyonlands National Park, Utah: section 8 of the Act of September 12, 1964 (78 Stat. 934) as amended (85 Stat. 421) is further amended by changing "$16,000" to "$104,500"; and

(13) Padre Island National Seashore, Texas: section 8 of the Act of September 28, 1962 (76 Stat. 650) is amended by changing "$5,000,000" to "$5,350,000". 16 USC 459d-7.

TITLE II—DEVELOPMENT CEILING INCREASES

SEC. 201. The limitations on appropriations for development of units of the National Park System contained in the following Acts are amended as follows:

(1) Andrew Johnson National Historic Site, Tennessee: section 3 of the Act of December 11, 1963 (77 Stat. 350), is amended by changing "$66,000" to "$266,000"; 16 USC 461 note.

(2) Arkansas Post National Memorial, Arkansas: section 3 of the Act of July 6, 1960 (74 Stat. 334), as amended (80 Stat. 339), is further amended by changing "$550,000" to "$2,750,000"; 16 USC 431 note.

(3) Chamizal National Memorial, Texas: section 5 of the Act of June 30, 1966 (80 Stat. 232), is amended by changing "$2,060,000" to "$5,063,000"; 16 USC 431 note.

(4) Fort Larned National Historic Site, Kansas: section 3 of the Act of August 31, 1964 (78 Stat. 748), is amended by changing "$1,273,000" to "$4,273,000"; 16 USC 461 note.

(5) Golden Spike National Historic Site, Utah: section 3 of the Act of July 30, 1965 (79 Stat. 426), is amended by changing "$1,168,000" to "$5,422,000"; 16 USC 461 note.

(6) Jefferson National Expansion Memorial National Historic Site, Missouri: section 4 of the Act of May 17, 1954 (68 Stat. 98), as amended (16 U.S.C. 450jj), is further amended by changing "$23,250,000" to "$32,750,000"; 16 USC 450jj note.

(7) Saint Gaudens National Historic Site, New Hampshire: section 6 of the Act of August 31, 1964 (78 Stat. 749), is amended by changing "$210,000" to "$2,677,000"; 16 USC 461 note.

(8) Vicksburg National Military Park, Mississippi: section 3 of the Act of June 4, 1963 (77 Stat. 55), is amended by changing "$2,050,000" to "$3,850,000"; 16 USC 430h-5.

(9) Channel Islands National Monument, California: paragraph (1) of section 201 of the Act of October 26, 1974 (88 Stat. 1445, 1446), is amended by changing "$2,936,000" to "$5,452,000"; and

(10) Nez Perce National Historical Park, Idaho: section 7 of the Act of May 15, 1965 (79 Stat. 110) is amended by changing "$1,337,000" to "$4,100,000". 16 USC 281f.

TITLE III—MISCELLANEOUS PROVISIONS

SEC. 301. The Act of September 21, 1965 (79 Stat. 824), as amended (16 U.S.C. 459f), providing for the establishment of the Assateague Island National Seashore in the States of Maryland and Virginia, is further amended by repealing sections 7 and 9 in their entirety, and by adding the following new section 12: Repeal. 16 USC 459f-6, 459f-8.

"SEC. 12. (a) Within two years of the date of enactment of this section, the Secretary shall develop and transmit to the Committees on Interior and Insular Affairs of the Senate and the House of Representatives a comprehensive plan for the protection, management, and use of the seashore, to include but not be limited to the following considerations: Comprehensive plan, transmittal to congressional committees. 16 USC 459f-11.

"(1) measures for the full protection and management of the natural resources and natural ecosystems of the seashore;

Public Law 94-578
94th Congress

An Act

Oct. 21, 1976
[H.R. 13713]

To provide for increases in appropriation ceilings and boundary changes in certain units of the National Park System, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

National Park System.
Appropriation ceilings increase; boundary changes.

TITLE I—ACQUISITION CEILING INCREASES

SEC. 101. The limitations on appropriations for the acquisition of lands and interests therein within units of the National Park System contained in the following Acts are amended as follows:

16 USC 272f. (1) Arches National Park, Utah: section 7 of the Act of November 12, 1971 (85 Stat. 422), is amended by changing "$125,000" to "$275,000";

16 USC 459f-10. (2) Assateague Island National Seashore, Maryland and Virginia: section 11 of the Act of September 21, 1965 (79 Stat. 824), as amended (16 U.S.C. 459f), is further amended by changing "$21,050,000" to "$22,400,000";

16 USC 460m-14. (3) Buffalo National River, Arkansas: section 7 of the Act of March 1, 1972 (86 Stat. 44), is amended by changing "$16,115,000" to "$30,071,500";

16 USC 273f. (4) Capitol Reef National Park, Utah: section 7 of the Act of December 18, 1971 (85 Stat. 739), is amended by changing "$423,000" to "$2,173,000";

16 USC 459e-9. (5) Fire Island National Seashore, New York: section 10 of the Act of September 11, 1964 (78 Stat. 928), is amended by changing "$16,000,000" to "$18,000,000";

16 USC 459h-10. (6) Gulf Islands National Seashore, Florida and Mississippi: section 11 of the Act of January 8, 1971 (84 Stat. 1967), is amended by changing "$3,462,000" to "$22,162,000";

16 USC 461 note. (7) Lincoln Home National Historic Site, Illinois: section 3 of the Act of August 18, 1971 (85 Stat. 347), is amended by changing "$2,003,000" to "$3,059,000";

16 USC 111e. (8) Mesa Verde National Park, Colorado: section 3 of the Act of December 23, 1963 (77 Stat. 473), is amended by changing "$125,000" to "$193,233";

16 USC 90d-5. (9) North Cascades National Park and Lake Chelan National Recreation Area, Washington: section 506 of the Act of October 2, 1968 (82 Stat. 926), is amended by changing "$3,500,000" to $4,500,000";

16 USC 461 note. (10) Saint-Gaudens National Historic Site, New Hampshire: section 6 of the Act of August 31, 1964 (78 Stat. 749), is amended by adding a new sentence as follows: "For the acquisition of lands or interest therein, there is authorized to be appropriated not to exceed $80,000.";

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(6) Jefferson National Expansion Memorial National Historic Site, Missouri: section 4 of the Act of May 17, 1954 (68 Stat. 98), as amended (16 U.S.C. 450jj), is further amended by changing "$23,250,000" to "$32,750,000"; 16 USC 450jj note.

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"SEC. 12. (a) Within two years of the date of enactment of this section, the Secretary shall develop and transmit to the Committees on Interior and Insular Affairs of the Senate and the House of Representatives a comprehensive plan for the protection, management, and use of the seashore, to include but not be limited to the following considerations: Comprehensive plan, transmittal to congressional committees. 16 USC 459f-11.

"(1) measures for the full protection and management of the natural resources and natural ecosystems of the seashore;

STRATEGIES FOR PROTECTING, PERPETUATING,

AND PRESERVING NATURAL AND CULTURAL RESOURCES

RESOURCES MANAGEMENT PLAN

Natural Resources

WATER

Water is scarce at Golden Spike National Historic Site and will remain so. There is no perennial surface flow in the park. Blue Creek, just east of the site (see map on following page), flows most of the year. Engineer Spring, north of the park on the east slope, provides water to the neighboring Adams Ranch.

The only water source within the National Historic Site is a 427-foot-deep well at the summit. Although this water has a high mineral content, it is suitable for public use. If other wells were added, large scale water withdrawal could cause deterioration of water quality. It is estimated that average annual ground water discharge and recharge are in balance, and any substantial increase in future ground water use will require careful monitoring and analysis to detect possible infiltration of ground water of lesser quality.

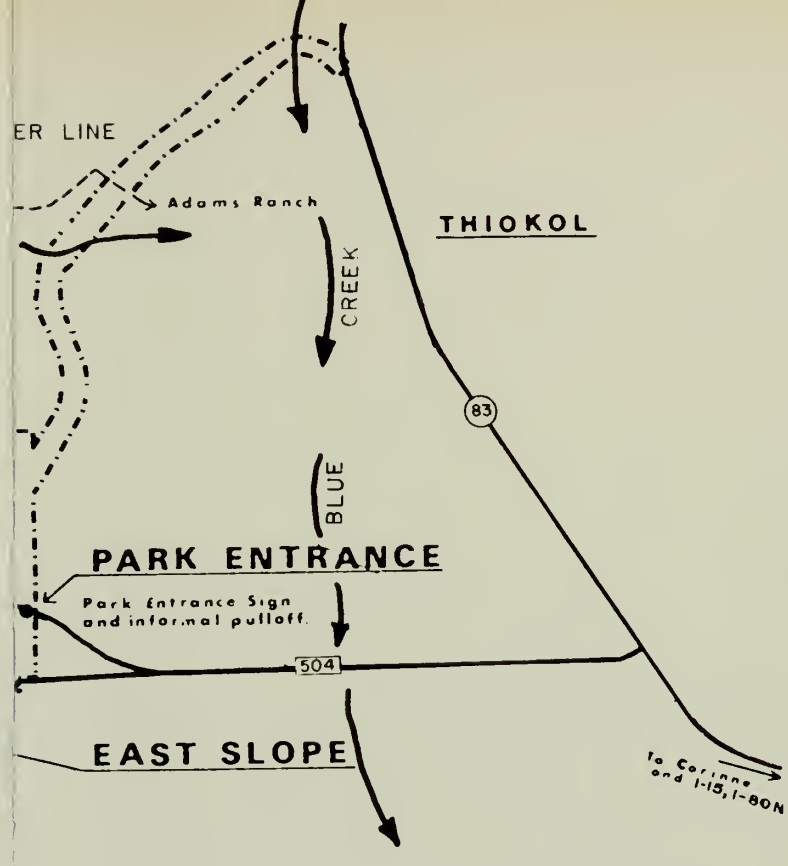
During historic construction of the railroad, water was supplied by a spring in the area of Thiokol Corporation's main buildings and Blue Creek. Later, water was transported to Promontory in railroad tank cars from these areas.

EROSION

Erosion, resulting from snowmelt runoff in the spring and flash flooding during summer storms, has caused substantial loss and damage to the park's cultural remains. When the railroad was constructed, surrounding lands were not farmed. Subsequently, the summit area was put into agriculture, and poor farming practices resulted in greatly increased water runoff. The railroad grades in the summit area act as barriers to the normal surface drainage pattern; once or twice a year the area immediately around the visitor center is completely flooded with water several inches deep.

Deteriorated culverts are being eroded just west of the summit because they are not capable of carrying the increased runoff. There is a current program rehabilitating these structures. Construction borrow pits adjacent to the railroad grades now channel runoff, which also adds to grade erosion.

Culverts and several major sections of the historic Union Pacific and Central Pacific grades have been lost on the east and west segments of the park. Of greatest concern, however, is the continued headward erosion of a gully approximately one mile east of park headquarters. At least 2,000 feet of historic Union Pacific grade on which track was laid May 10, 1869, have been lost, and the continued erosion threatens the historic point where the Union Pacific and the Central Pacific railroad grades actually met.



GOLDEN SPIKE NAT'L HIST. SITE

HYDROLOGY

500 0 2000 METERS

0 1 2 MILES

FLOW

(in use) 'unused'

TAP

RMP - 1a

431	80018
5·5·76	R.M.R.

GOLDEN SPIKE NAT'L HIST. SITE

HYDROLOGY

1250 500 0 2000 METERS

1 0 1 2 MILES

LEGEND

ROAD

BOUNDARY

SURFACE FLOW

WELL (in use) (unused)

SPRING

PIPELINE TAP

RMP - Ia

431	80018
5-5-76	R.M.R

The National Historic Site, along with adjacent landowners, is a cooperating member of the Golden Spike Erosion Control District. An erosion control project, planned and coordinated by the Soil Conservation Service, has been initiated that will reduce the rate of erosion. Construction on the National Historic Site of water control structures, such as check dams, is essential in controlling water runoff and aiding redeposition of lost soil. The water erosion check dam projects will be programmed and based upon recommendations of the Soil Conservation Service report.

VEGETATION

Vegetation of the Promontory Range falls into the cold desert and semidesert plant communities, particularly the shadscale-kangaroo rat-sagebrush biome. The major flora found in Golden Spike consists of sagebrush (Artemisia spp.); rabbitbrush (Chrysathamnus nauseous, C. viscidiflorus); a variety of grasses, such as wheatgrass (Agropyron spp.) and Indian ricegrass (Orzyopsis hymenoides) and numerous members of the Composite family. Utah Junipers (Juniperus osteogperma) and one historic Boxelder (Acer negundo) grow on park lands. Sagebrush predominates at the summit area and on the eastern slope of the Promontory Mountains; grasses are more dominant on the western portion of the National Historic Site. The latter area is grazed by sheep and cattle at certain times of the year, and grazing is expected to continue. Selected portions of railroad grade will be occasionally cleared of encroaching sagebrush, and a grass cover maintained. Natural vegetation types will also be reestablished in critical areas as part of the Golden Spike Erosion Control District project to check water runoff and soil erosion. Fencing is essential in the reestablishment of the native grass to the overgrazing situation.

WILDLIFE

Jack rabbits (Lepus californicus), ground squirrels (Citellus sp.), cottontail (Sylvilagus nuttallii), kangaroo rat (Dipodomys spp.), coyote (Canis latrans), mule deer (Odocoileus hemonus) and a number of birds, including the historically introduced ring-necked pheasant (Phasianus colchicus), are the area's most numerous fauna. The sizable populations of rodents, black-tailed jack rabbits and other small mammals make this area a prime feeding ground for common predators including coyotes, bobcats, hawks (Buteo spp.) and golden eagles (Aquila chrysaetas).

Visitors occasionally see these animals, but more frequently sight ring-necked pheasants, deer, and migrating waterfowl that feed in the fields adjacent to Golden Spike.

Hunting is prohibited within the National Historic Site, although illegal hunting, especially at night, is an occasional problem. Park Service patrols and cooperative activities with Federal, State and Box Elder County law enforcement officers will be continued.

Cultural Resources

This section is a statement of cultural resource management goals. The Cultural Resource Management Plan is far too large a document to be included herein. Because Golden Spike's cultural remains are the major resources of the area, the park's management objectives are actively directed toward resource understanding, preservation and creative interpretation. It is the intent to present the character and aura surrounding construction of the transcontinental railroad as well as the physical remains of that endeavor. The in-park resources are archeological in nature.

In 1957 the national significance of the Golden Spike site was officially recognized when the Secretary of the Interior designated it a national historic site in non-Federal ownership. Because of its listing in the National Register of Historic Places, all activities affecting the cultural resources of Golden Spike National Historic Site must receive appropriate consideration under Section 106 of the National Historic Preservation Act of 1966.

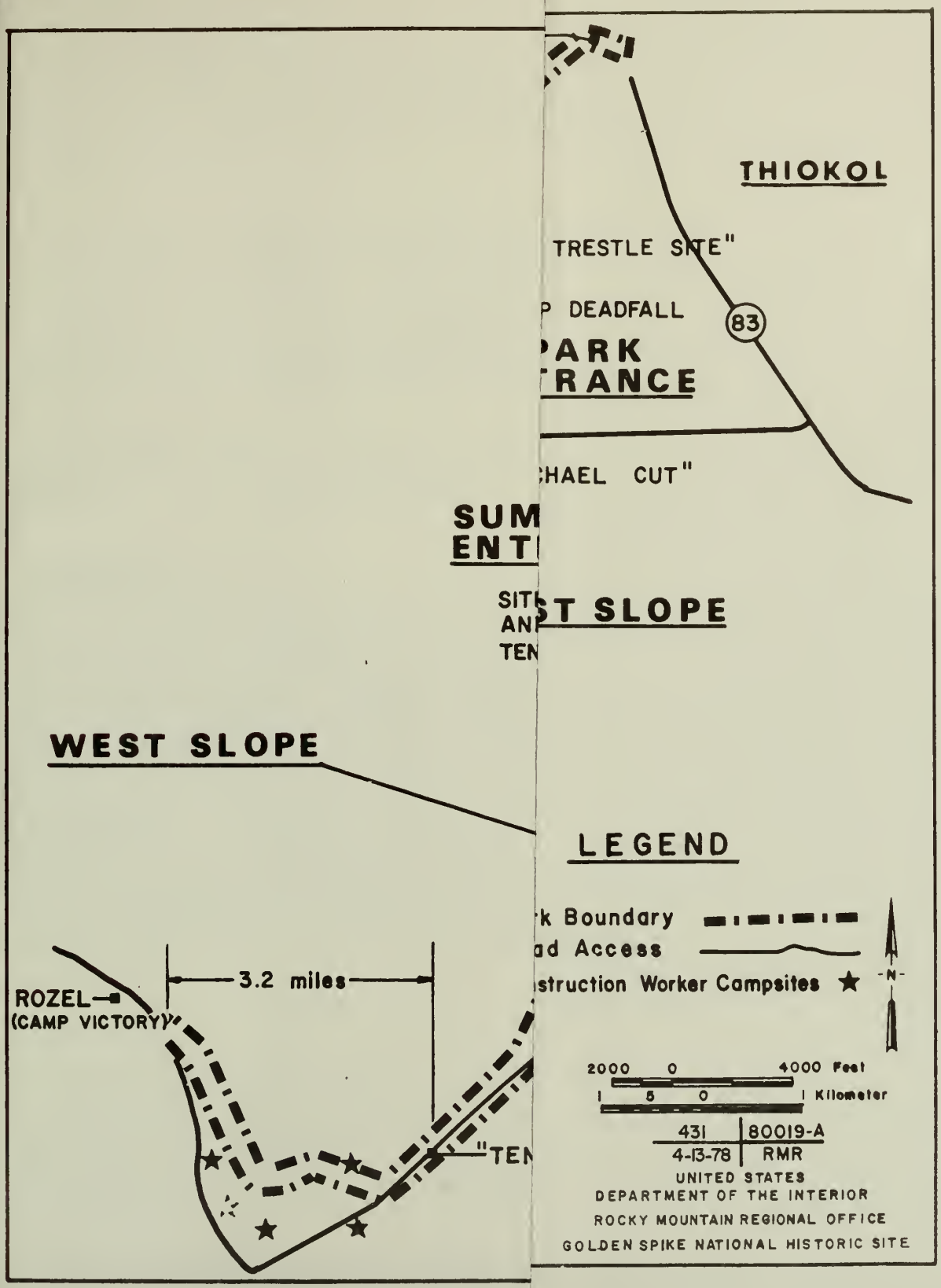
In accord with the intent of Congress, all Golden Spike parklands are classified as a National Park Service historic zone; the resources are considered to be of first order significance. They are important to the presentation and interpretation of the nation's history.

Under the mandates of Executive Order 11593 and as part of Golden Spike's information-gathering program, cultural resource inventory and evaluation have been carried out. The historic 1869 railroad grade alignments have been determined, over 300 structures and other features (See Page 6) directly associated with construction of the railroad have been located and evaluated and the known collections of documentary information (photographs, company records, personal correspondence, etc.) pertaining to the history of the site have been studied to determine their potential use in furthering understanding of the site. An additional program of inventory, evaluation and testing of post-1869 features in the summit area is underway. The resultant base map will serve as a guide for development and interpretation in the headquarters area. The historic site will be preserved and no developments undertaken without clearance with the Advisory Council on Historic Preservation. All preservation work and any restoration which may be required will be carried out only by, or under the supervision of competent service professionals.

RESOURCE PRESERVATION

The structural remains and other features associated with construction and maintenance of the railroad are of critical value to the historic scene. These remains are excellent for interpretive purposes; without them effective telling of the Golden Spike story would not be possible.

An ongoing program of railroad grade stabilization and maintenance is imperative, particularly because portions of the historic grade are adaptively used for auto tour roads. Furthermore, the historic Union Pacific grade and the historic point where the Union Pacific and Central Pacific railroad grades merged are in danger of being lost altogether through erosion.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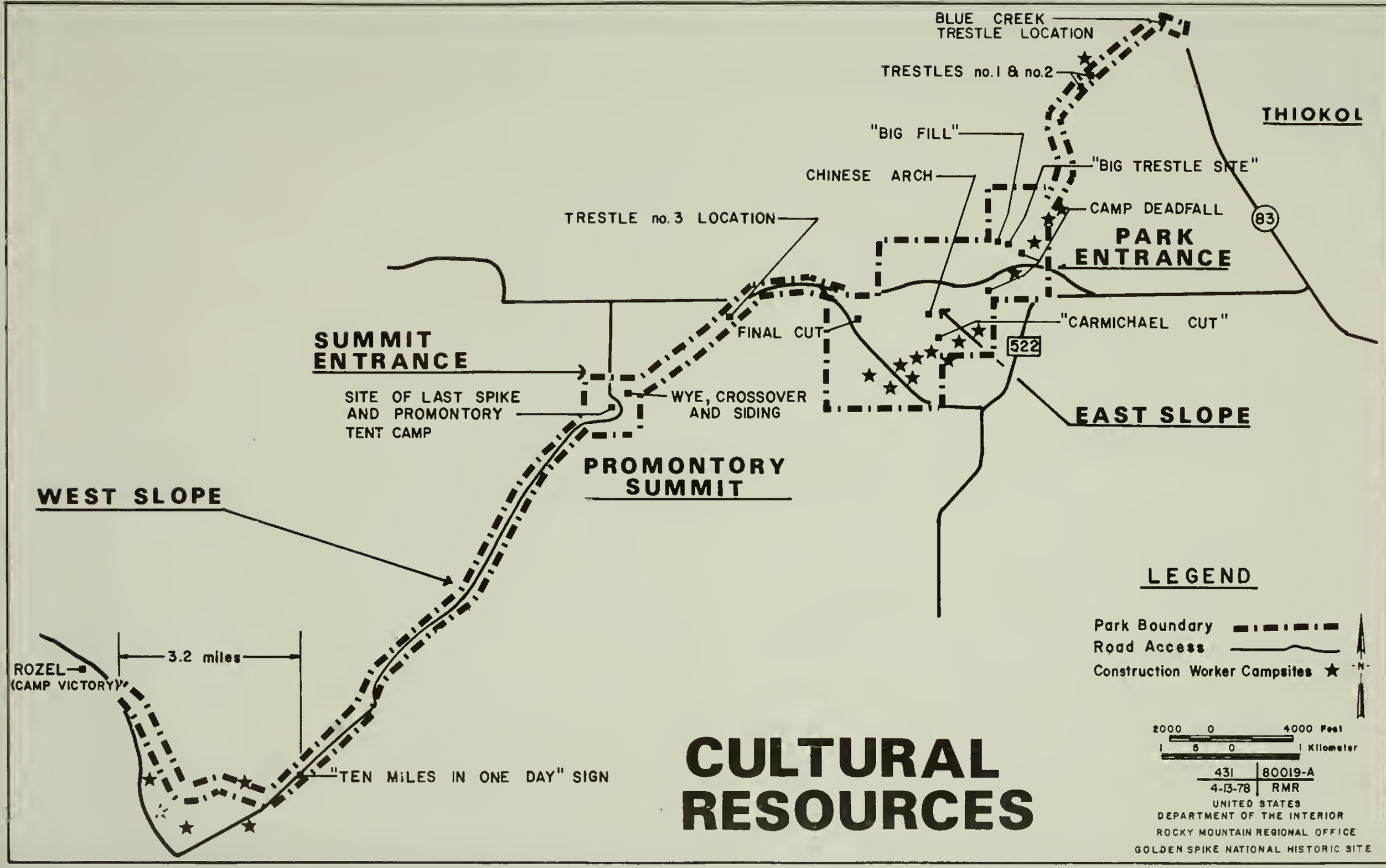
UNITED STATES
DEPARTMENT OF THE INTERIOR
ROCKY MOUNTAIN REGIONAL OFFICE
GOLDEN SPIKE NATIONAL HISTORIC SITE



CULTURAL RESOURCES

RMP-3a

Continued stabilization and maintenance of the stone culverts, wooden trestles number one and number two, and wooden culverts, trestle abutments, cuts and fills along the railroad alignment are also essential. Levels of stabilization and treatment will be addressed in a cultural resources treatment plan.

Few of the structural remains associated with the construction workers' camps, their workshop areas and the end-of-track towns are in immediate need of preservation work. However, prior to their use in major interpretive programs some stabilization will be necessary at the masonry and earthen structures. Many of the construction worker campsites are not included within the present park boundaries (see map, RMP-5a). As an important means of preserving these remains, additional land acquisition is being proposed as part of this plan.

These remains support the park's secondary interpretive themes, such as demonstrating the procedures of railroad grade construction and portraying the life of the construction worker.

RECONSTRUCTION

The focal point of the park story is May 10, 1869, at Promontory Summit. However, because of subsequent alterations and developments in the area, few above-ground historic features remain, and these date from late in the life of Promontory. However, archeological and archival investigation has made it possible to accurately reconstruct the May 10, 1869, historic scene, thereby restoring integrity to the park's focal point and enhancing effective interpretation. Reconstruction in the summit area currently includes the historic Union Pacific and Central Pacific trackage, such as the mainline, Union Pacific siding and Union Pacific wye, telegraph lines and poles, the Union Pacific's locomotive 119 and the Central Pacific's Jupiter and the tents and wagons of May 10, 1869, Promontory. At this time reconstruction of trestle #3 is not considered prudent. It is proposed that telegraph poles be constructed along most of the railroad right-of-way.

ADAPTIVE USE

Portions of the Southern Pacific railroad grade, abandoned in 1942, will continue to be used for visitor auto tours. Prior to establishment of the National Historic Site the grade served as a roadway; this is the only access to some neighboring ranches. A program of monitoring deterioration of this grade has been established to evaluate advisability of continuing use.

The motor tour is the only effective way, at this point, to give visitors the opportunity to see the construction story and traverse some of the physical remains of the event that bound the nation and led to the end of the western frontier.

MATERIAL OBJECTS

Objects directly related to the park's history will be acquired by gift, loan, exchange, archeological recovery or purchase. These will be preserved at Golden Spike for reference and exhibit purposes. A program of document acquisition will continue to acquire photographs, journals, books, and other published and unpublished data pertinent to understanding the Golden Spike story.

A large concrete monument erected at the summit around 1915 by the Southern Pacific Railroad is not in keeping with the historic scene or the 1869 interpretive thrust. The monument will be relocated to the vicinity of the visitor center parking area.

BOUNDARY ADJUSTMENTS

Through a separate alternative analytical process, the following boundary modifications have been selected for the purpose of: 1) Improving access to the national historic site, 2) Preserving and protecting the cultural resources that are directly related to the purpose of the national historic site, and 3) Protection of the historic scene integrity.

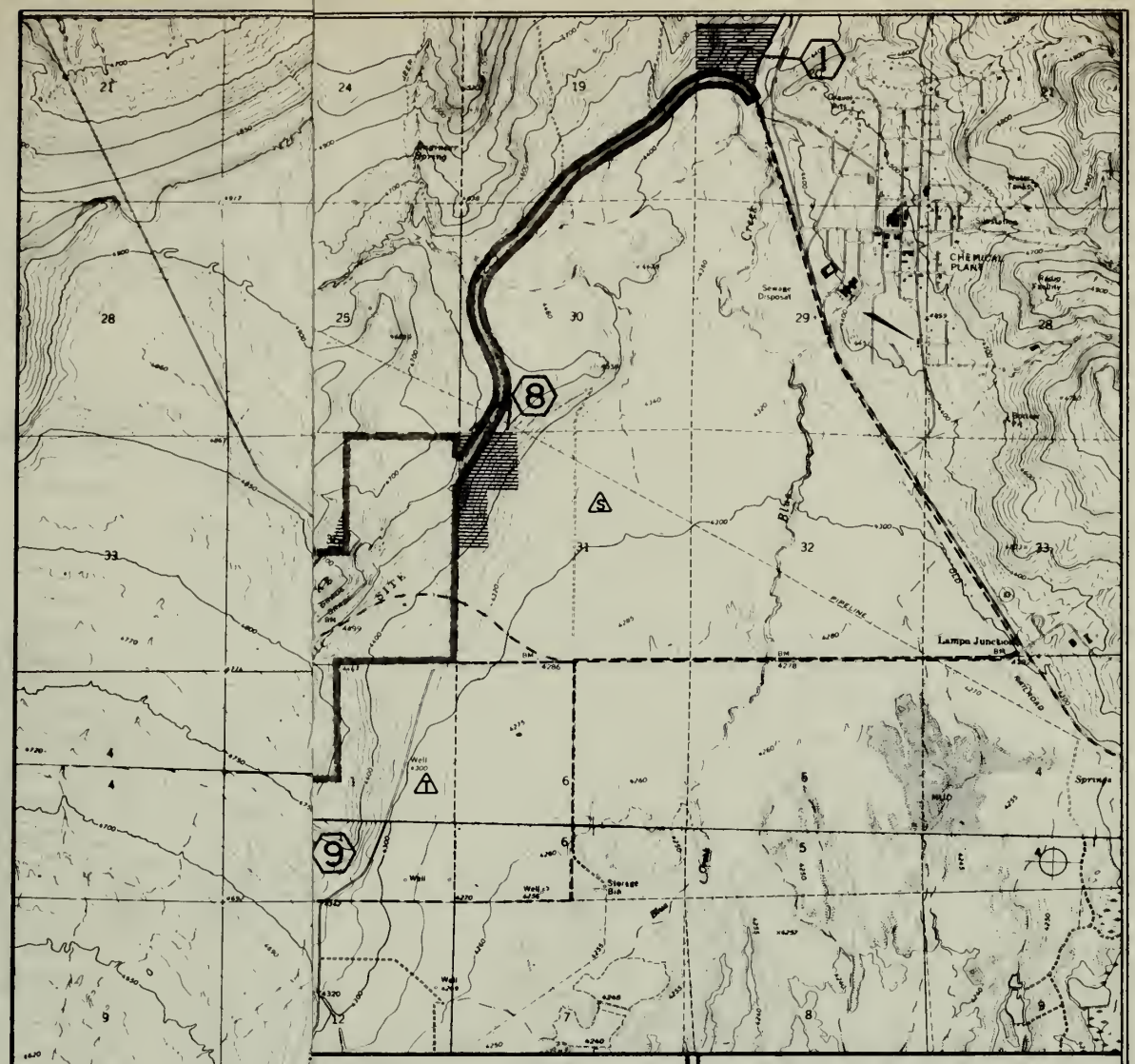
The alternatives were earlier covered in the assessment for the general management plan and then subsequently expanded upon in a separate more detailed assessment with the aid of cultural resource base maps and on-site surveys/evaluations. The following identify those parcels of lands that are proposed for acquisition:

Objective I. Improve Access to the National Historic Site

Parcel No. 1 Provide exit from east grade auto tour (40.4 acres)
It may be possible to exchange land with Bureau of Land Management to obtain this parcel.

Parcel No. 2 Provide exit from west grade auto tour (3.7 acres)
It has been determined that a distant view of the site will be adequate to convey the primary and secondary theme of the park (General Management Plan, VUP-1). Therefore, the only need would be to obtain enough right-of-way as proposed to improve access to the county road which basically parallels the historic grade.

Parcel No. 12 Improve access to Summit Site (3.5 acres)
This parcel will provide an opportunity to improve access by eliminating a portion of the existing access route that is currently a considerable impact on the most significant cultural resource of the entire National Historic Site (the Last Spike Site). This improved access will also provide a better opportunity for interpretation.



ISITION INDEX

GE	REMARKS
0	To Control & Provide Access
7	" " " " "
0	To Preserve Historic Borrow Pit
7	To Preserve Construction Workers Campsite
00	" " " "
54	" " " "
0	To Protect Historic Scene From Impacts of Gravel Pit Operation
3	To Improve Access & Eliminate Visual Impact of Present Access
2	To Protect Integrity of "The Last Spike Site"
93	TOTAL

LEGEND

- Visitor Center
- Existing Park Boundary
- Alternative 'B' Proposed Acquisition
- Paved Roads
- Gravel Roads
- Dirt Roads
- Private Property Lines

RMP-5A

ATES
E INTERIOR
SERVICE
REGION

PREPARED
W.W.G.
DESIGNED
MONTOYA
DRAWN
W.W.G.
CHECKED
4-24-78
DATE

TITLE OF DRAWING
LAND ACQUISITION
LOCATION WITHIN PARK
PARK GENERAL
NAME OF PARK
GOLDEN SPIKE NAT'L HISTORIC SITE
R.M.R. REGION | BOX ELDER COUNTY | UTAH STATE

DRAWING NO.
431
80020 A
PKG. NO.
SHEET
1
OF 1

GPO 1974-678-711

OWNERSHIP

- A Lloyd W. Keller Corp.
- B Thornley K. Swan
- C Darnel Garn
- D Arnold E. Whitaker
- E E. Mark Wells
- F Bacel Hendricks
- G Bernard Frank Houghton
- H Bernice Houghton
- I Jos. Floyd Wells
- J Joyce W. Poulson
- K E. Mark Wells
- L Mayme Wells
- M Lloyd Earl Poulson
- O John W. Whitaker
- P Rees Investment Co.
- Q Angeline Swartz
- R Grant H. Nelson
- S Ray Adams
- T Capital Planning Corp.
- U Conrad B. Hansen
- V Southern Pacific

ACQUISITION INDEX

PARCELS	ACREAGE	REMARKS
(1)	40.40	To Control & Provide Access
(2)	3.67	" " " " "
(7)	0.90	To Preserve Historic Borrow Pit
(8)	48.67	To Preserve Construction Workers Campsite
(9)	40.00	" " " "
(10)	353.54	" " " "
(11)	10.10	To Protect Historic Scene From Impacts of Gravel Pit Operation
(12)	6.43	To Improve Access & Eliminate Visual Impact of Present Access
(13)	31.22	To Protect Integrity of "The Last Spike Site"
	534.93	TOTAL

LEGEND

- Visitor Center
- Existing Park Boundary
- Alternative 'B' Proposed Acquisition
- Paved Roads
- Gravel Roads
- Dirt Roads
- Private Property Lines

RMP-5A

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN REGION

PREPARED W.W.G.
DESIGNED MONTOYA
DRAWN W.W.G.
CHECKED
4-24-78 DATE

TITLE OF DRAWING
LAND ACQUISITION
LOCATION WITHIN PARK
PARK GENERAL
NAME OF PARK
GOLDEN SPIKE NAT'L HISTORIC SITE
RMR REGION | BOX ELDER COUNTY | UTAH STATE

DRAWING NO. 431 80020A
PKG. NO. | SHEET 1 OF 1

BASIC DATA

GPO 1974-678-711

Objective II. Preserve and Protect Cultural Resources Outside the Present Park Boundary

Parcel No. 7 Preserve "Big Fill" Borrow Pit (0.9 acres)
The 0.9 acres recommended for inclusion is for the purpose of protecting that portion of the historic borrow pit outside the National Park Service Boundary and adjacent to the toe of the largest historic fill.

Parcel No. 8 Preserve Construction Workers' Campsites (48.7 acres) East Slope
This parcel is to include rare and endangered cultural resources adjacent to the park and is based on recent cultural resource surveys. (Reference Section VI, 5 (B & C) Sample of Cultural Resources to be Acquired and Protected.)

Parcel No. 9 Preserve Construction Workers' Campsites (40.0 acres) East Slope

Parcel No. 10 Preserve Construction Workers' Campsites (353.5 acres) West Slope

Objective III. Protect the Integrity of the Historic Scene

Parcel No. 11 Acquire Remnant to Preclude Potential for Reactivation of Gravel Pit Operation and Visual Impacts on the Historic Setting (10.1 Acres)

Parcel No. 13 Acquire for Protection of Historic Setting and Buffer Zone for Locomotive Storage Structure (31.2 Acres)
Remove existing non-historic structures, (granary, windmill tower, miscellaneous sheds, and farm equipment) (See VI, 5 (E&F), Photograph Exhibits). This parcel was originally a portion of parcel no. 5 which is no longer recommended for acquisition. In view of recent decisions to reconstruct the wye and locate the locomotive storage facility in this area, additional acreage will be required for a buffer zone to protect National Park Service interests.

Parcels 8, 9, and 10 contain a series of campsites in various stages of decay which illustrate the varying conditions under which the workers, struggling to complete the transcontinental railway, lived and worked. Some contain pit houses with masonry walls and fireplace remains still standing, even to portions of a chimney. In others, remains of lean-tos indicate more primitive living conditions while in a third are remnants of tent platforms which may have supported living quarters or have housed the services needed or desired to keep the operation functioning.

Campsites contain a mixture of these remains together with evidence of blacksmithing and other crafts needed to keep construction going. Preservation of these sites is essential if the visitor is to understand the human cost of constructing this transcontinental line and the number of people involved.

STRATEGIES FOR INTERPRETING PARK RESOURCES, PROVIDING FOR VISITOR USE AND SAFETY AND FOR SUPPLYING INFORMATION AND SUPPORT SERVICES

THE VISITOR USE PLAN

VISITOR USE PLAN

INTERPRETATION OF PARK RESOURCES

Objective: Interpretation's objective is "to provide visitors with an opportunity to understand and appreciate the railroad race to Promontory and the effects of its completion on the development of the West and on the social, political, and economic history of the Nation."

The 1966 Master Plan initially presented the significance of Golden Spike National Historic Site: "Here, 690 miles east of Sacramento and 1,086 miles west of Omaha, is the place to tell the story commemorating the completion in 1869 of the first transcontinental rail system. Here is provided the opportunity to illustrate in some detail the social, economic and political implications of the driving of the last spike on May 10, 1869, as well as the growth and westward development of the United States. Here we tell how the country was held together by this vital transportation and communicational link. A secondary but important story to be told is that of the construction activities and methods, the highly competitive operation of the Union Pacific and Central Pacific contractors and the frictions evolving from this competition."

Robert M. Utley and Francis A. Ketterson, Jr., in Golden Spike (National Park Service Historical Handbook Series No. 40, Washington, D. C., 1969, p. 58) specify the "raison d'etre" for further management guidance: "Thus the paramount historical significance of the first transcontinental railroad lies in its effect upon the Far Western frontier. It made the first serious and permanent breach in the frontier, and it established the process by which the entire frontier was to be demolished."

The primary interpretive theme is the short and long term changes that occurred as a result of completing the first transcontinental railway.

The Pacific Railroad Act signed by President Abraham Lincoln on July 1, 1862, provided that two companies, the Central Pacific and the Union Pacific, would build the transcontinental railroad. Behind the completed railroad and the chuffing locomotives and wooden cars followed farmers, miners, merchants, and emigrants. The driving of the Golden Spike was the symbolic act that made all this possible. The vast hinterland of western North America was now more vulnerable to economic exploitation and pacification.

The National Park Service has the responsibility to present to the visitor the historical facts through appropriate interpretive media to enhance a true understanding of the national importance of Golden Spike National Historic Site. The following themes will be incorporated into the interpretive activities to satisfy the management objectives:

PRIMARY THEME: (The Why Story) Explain the transcontinental railroad's impact on the social, economic, and political institutions as well as the growth and westward development of the United States. What effect did the "joining of the rails" have on:

EMIGRATION: economic safety value for the Northeast; job opportunities; Go West young man!

MINING AND THE MINING INDUSTRY: freighting and markets.

AGRICULTURE AND FARMERS: freighting and markets.

THE BUFFALO: near extinction.

AMERICAN INDIANS: ultimate containment.

ALLOCATION OF PUBLIC LANDS: 1862 and 1864 Acts; Government bonds; 20 sections of land for each mile of completed railroad.

THE RISE OF FINANCIAL MOGULS: government subsidy pushed the railroad to completion and made the financiers wealthy men.

DEVELOPMENT AND GROWTH OF TOWNS AND CITIES: settlement and growth of Cheyenne, Laramie, Reno, Ogden, Omaha, Promontory, etc.

THE MILITARY: transportation, freighting, national defense.

OTHER MODES OF TRANSPORTATION: "Why should a man spend six months by sailing ship around the Horn or several months in steamboats and a land trip across Central America or risk the dangers of a wagon train or overland coaches to get to California?"

SECONDARY THEMES: (The How Story)

THE RACE TO PROMONTORY: the construction story, technology, engineering feats, tools, supplies, and materials.

THE ENGINES AND TENDERS: railroading paraphernalia, etc.

CONSTRUCTION WORKERS: competition, methods, lifestyles, "A Day in the Life of . . . "

LIFE AT PROMONTORY SUMMIT: "Hell on wheels", pots and pans, "Living History".

THE DRIVING OF THE GOLDEN SPIKE: "Living History" reenactment.

WEST SLOPE - EAST SLOPE: physical remains, road beds, Big Fill, Big Trestle, cuts and fills, drill holes, and blasting scars, etc.

THE TELEGRAPH: construction paralleled railroad, telegrapher, museum objects.

THE RAILROAD: energy conservation, balanced system of transportation, mass transportation.

In order to effect a proper balance between major and minor themes, interpretation will be carried out through personal services such as reenactment of the driving of the Golden Spike, living history programs, and guided auto tours, and through audio-visual programs, exhibits, and publications. The visitor exhibits will be upgraded to tell and emphasize the primary themes. Minor upgrading of wayside exhibits associated with the park entrance will be required.

VISITOR USE AND SAFETY

The primary visitor use area is at the summit. Here the visitor is introduced to the park story and significance of the transcontinental railroad. All precautions will be taken to protect the public during any live operation of the replica locomotives.

Present uses consist of sightseeing, photography, picnicking, and participation in living history activities.

Upon leaving this area the visitor has the opportunity to drive along portions of the auto tour drive and explore construction features on foot. These activities will be encouraged. However, to avoid accidents, visitors will continually be cautioned to drive slowly along the narrow railroad grades and to step carefully along the restored railroad track.

Fires are not permitted in the National Historic Site and the visitor is advised accordingly through the use of special posting and announcements.

INFORMATION AND SUPPORT SERVICES

The visitor receives both oral and written information at the visitor center desk where books, pamphlets, golden spike replicas, medals, and other mementos are on display for sale.

The Southwest Parks and Monuments Association, through park membership, provides funds for the research, publication, and supply of these items. Additionally, free informative pamphlets regarding the area are also available.

Uniformed park personnel circulate to answer questions and provide information to the visitor.

The picnic area at the visitor center receives heavy use because a pay phone, water, and cold drinks, provided by a vending machine, are available there. This area will be redesigned and expanded to accommodate more use and serve as the single picnic area for the site. This activity supplements the train depot atmosphere of the visitor center.

During the period of September through May, when 40 percent of the visitation occurs, the visitor receives information at the visitor center information desk. Visiting groups, mostly from area schools, are provided with specially conducted tours and information prior to and during their visit.

Information on 16mm films and film strips is also mailed upon request to prospective visitors or in answer to educational needs. Public informational meetings, workshops, and mailings are made during the course of planning activities for the site.

The present level of dispensing information will be maintained with periodic update of written material. Appropriate sales items will be added or deleted as considered necessary for the benefit of the public.

No entrance or user fees are collected at the park. The decision was reached in 1975 and the fee collection station has since been removed from the site.

STRATEGIES FOR OUTLINING DEVELOPMENT

NECESSARY TO ACCOMPLISH THE RESOURCE

MANAGEMENT PLAN AND VISITOR USE PLAN

GENERAL DEVELOPMENT PLAN

GENERAL DEVELOPMENT PLAN

Presently, as the visitor approaches Golden Spike National Historic Site via State Road 83, the only indication of site presence received is through highway signing. Upon turning toward the Promontory Mountains while proceeding northwest on FAS 504, the natural barrier of the east slope becomes more dominant, but yet for first-time visitors, the feeling for what is ahead is lacking. At the park boundary, which is located at the foot of the east slope, there is an entrance sign with minimal space for pull off parking. To visitors this should be the beginning of the transcontinental adventure, but the visitor is unaware of this fact. In order to more fully accentuate the approach to Golden Spike NHS and to set the stage for a more enjoyable and understanding experience, this plan proposes an information/interpretation program and media beginning at the FAS 504/State Route 83 intersection. Alternatives such as driver information service, tape recordings, audio stations and special exhibits are the options that will be tested before full implementation. Improvements will also be made with regard to signing and other media to reach visitors. It is important that visitors are directed to the visitor center in order to get the comprehensive transcontinental story and set the mood to allow for proper story consistency and sequence. The entrance sign area will be modified to provide a three car parking pull off and modification of the sign to accommodate Federal design standards.

The entrance road from State Route 83 to the Promontory Summit is a county maintained highway. Efforts will be pursued towards upgrading the surface and shoulder to the National Park Service road standards.

At the point along FAS 504 where the road passes the trestle number three location, improvements will be made for entering the Promontory Site. The present entrance takes visitors away from the historic atmosphere for a considerable distance. This breaks visitors attention and mood which have been established at the beginning of the east slope. This plan proposes that the new entrance road will parallel the Central Pacific Railroad grade along the northwest side from the trestle number three location to the Promontory Site. This will allow the visitor to remain in his present frame of mind and feel the gradual transition of the actual railroad to the Summit Site. The present entrance now looks down upon the Summit. The proposed entrance road will provide continuity in approaching the Summit as the trains had in the past. The Summit looms up out of the ground and the visitors attention can be fixed upon the historic Summit scene and atmosphere. Further information/interpretation media will be utilized here to assist in the consistency and build up of the visitor experience. The new entrance road will be built to fit into the historic right-of-way paralleling the Central Pacific grade. The road will be

sensitively designed to fit within the 400 foot right-of-way. Special consideration will be given to runoff and erosional problems. Minimal obliteration of the existing county road will be required within the Promontory Site to accommodate the new entrance road. Close cooperation and work will be further pursued with property owners and the county officials. Therefore, an environmental assessment will have to be accomplished and all comprehensive plans will require clearance under Section 106, National Historic Preservation Act of 1966. Upon reaching the Summit the visitor leaves his vehicle to receive and participate in the interpretive program at the Summit. A visitor center with adequate parking and visitor services is available and will be maintained at these levels. A luncheon area consisting of ten tables with seats will be provided within the present visitor center courtyard. This activity will be part of the bustling railroad station atmosphere and is located near the drink machines and yet away from all the interpretation and living history programs at the site.

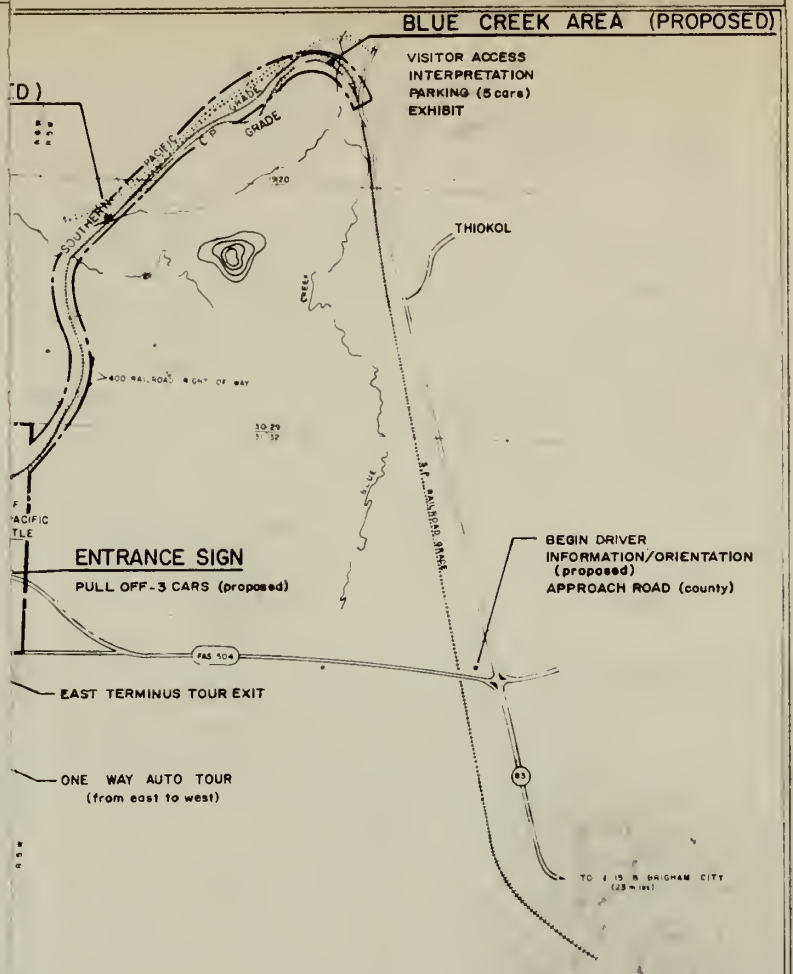
The large concrete monument will be relocated from its existing location northwest of the visitor center to a space adjacent to the existing parking area.

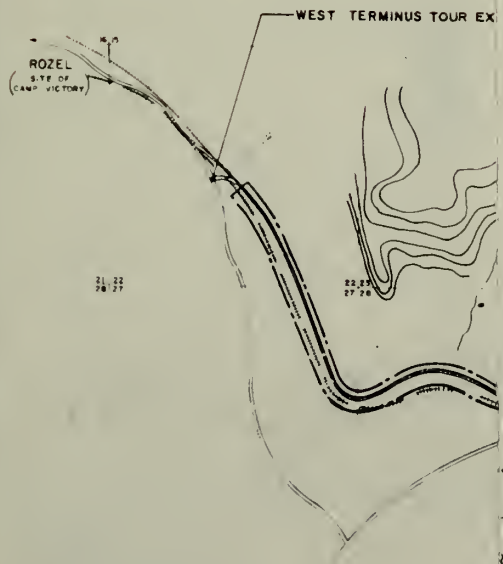
After the Summit experience the visitor is able to proceed on the existing west slope auto tour route on the Central Pacific railroad grade or return upon the new entrance road for the east slope auto tour. Again, by allowing the visitor to leave by way of the new entrance route, the historic atmosphere and impetus is maintained until actually leaving the physical environs of the national historic site. The west and east slope auto tours will continue upon certain designated existing railroad grades. Paving of these grades will not be allowed. Monitoring is being done, however, to obtain data on any loss and deterioration of railroad grades. It may be necessary in the future to provide stabilizing ingredients or limit use if increased use adversely impacts these grades.

Visitor access will be allowed to trestles number one and number two, and at Blue Creek This will not consist of any formal development but will allow safe access upon existing grades and old roadways through use of permits and guided tours.

New locomotives which are to be delivered in late 1978 will be stored in the locomotive storage building at the Summit. When the proposed maintenance facility is completed, the existing administrative and residence trailers will be removed. Maintenance operations will be placed in the new facility and the administrative offices will be placed in the current maintenance facility space. This will require some modification of the existing facility.

In order to improve visual relationships of the visitor to the historic scene and actual railroad grades, delineation will be improved by clearing and maintaining sections of railroad grade in grass cover and by installing telegraph poles along railroad grade sections. This would greatly enhance visitor perception and contribute toward realizing location and scope of the grades at the national historic site.





SIC DATA

RIOR

OFFICE

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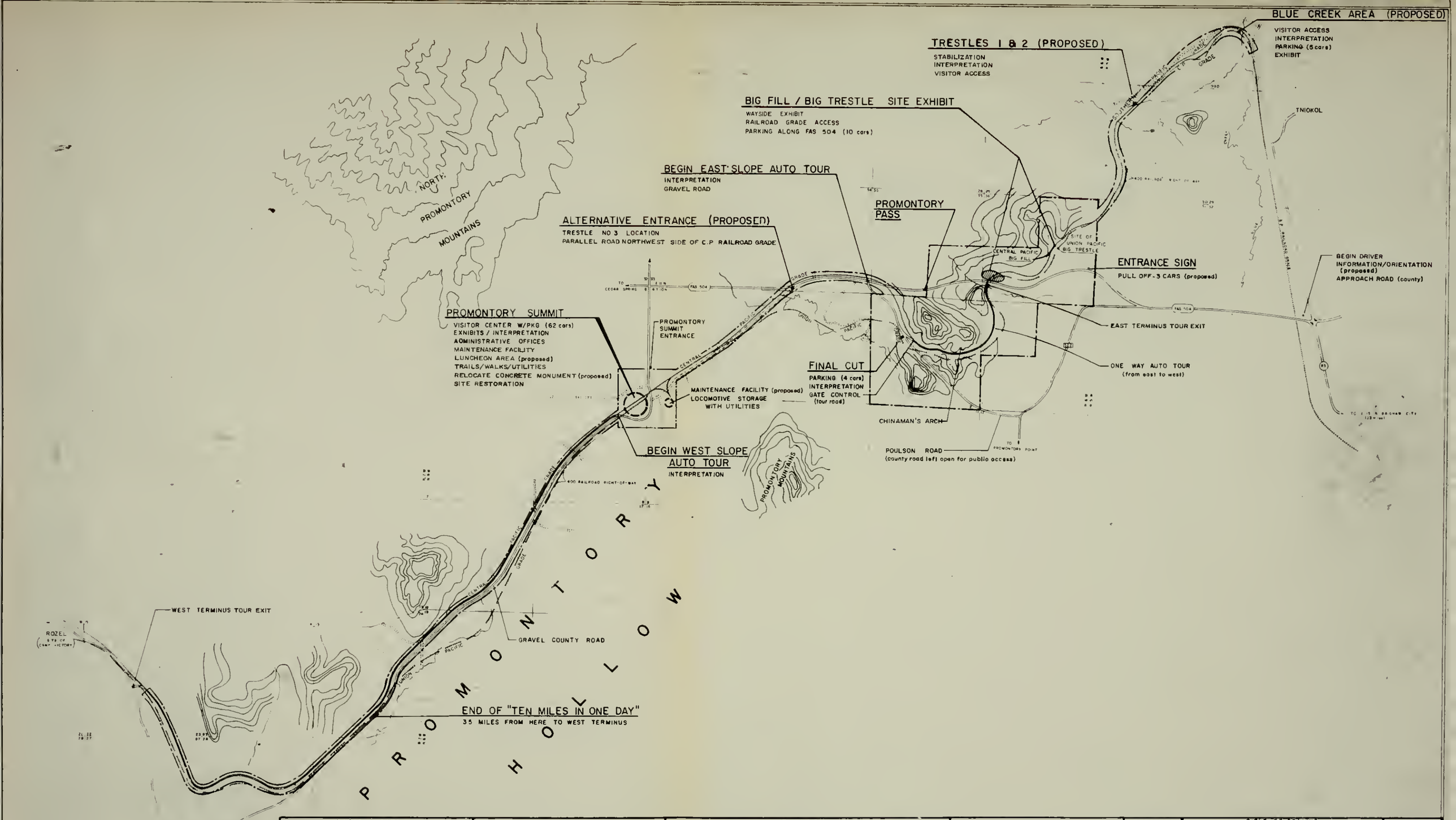
GPO 1974 626 7.1



BASIC DATA

BASIC DATA	LEGEND	ORIENTATION
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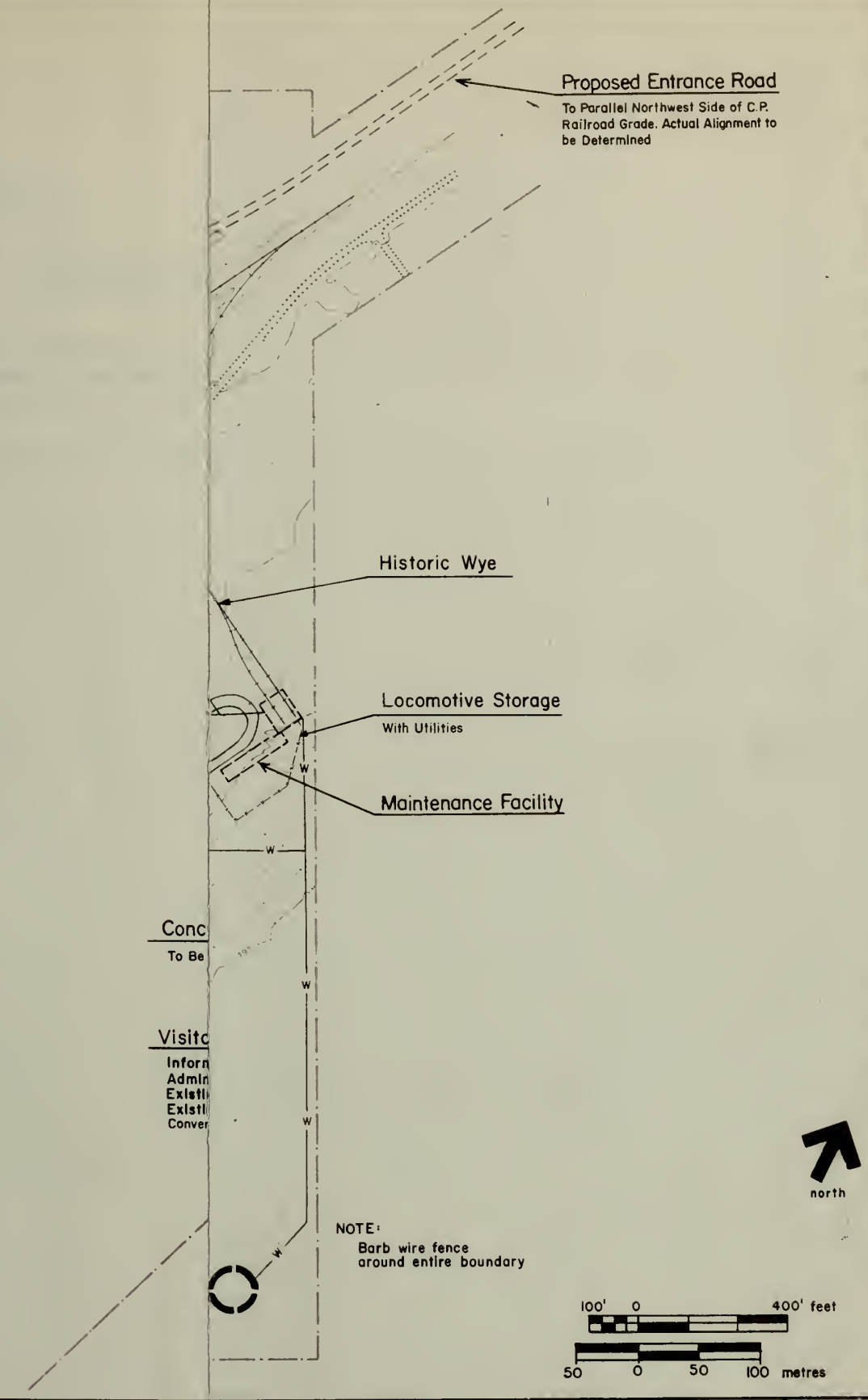
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN REGIONAL OFFICE

PREPARED RMR/PARK
DESIGNED G.REINBOLD
DRAWN
CHECKED RCS
4-10-78
DATE

TITLE OF DRAWING
GENERAL DEVELOPMENT PLAN
LOCATION WITHIN PARK
PARK GENERAL
NAME OF PARK
GOLDEN SPIKE NATIONAL HISTORIC SITE
R.M.R. REGION | BOX ELDER COUNTY | UTAH STATE

DRAWING NO 431 80,015 B
PKG NO
SHEET 1 OF 1

GPO 1972 E-7



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BOX ELDER COUNTY, UTAH
NHS-GS 3002-D 1967
AERIAL PHOTOS 1967
CULTURAL RESOURCE DATA 1976

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REGION

PREPARED
R.M.R./PARK
DESIGNED
R.A.M.
DRAWN
R.C.S.
CHECKED
4-12-78
DATE

TITLE OF DRAWING
DEVELOPMENT PLAN
LOCATION WITHIN PARK
HEADQUARTERS AREA
PROMONTORY SUMMIT
NAME OF PARK
GOLDEN SPIKE NAT'L HISTORIC SITE
R.M.R. REGION | BOX ELDER COUNTY | UTAH STATE

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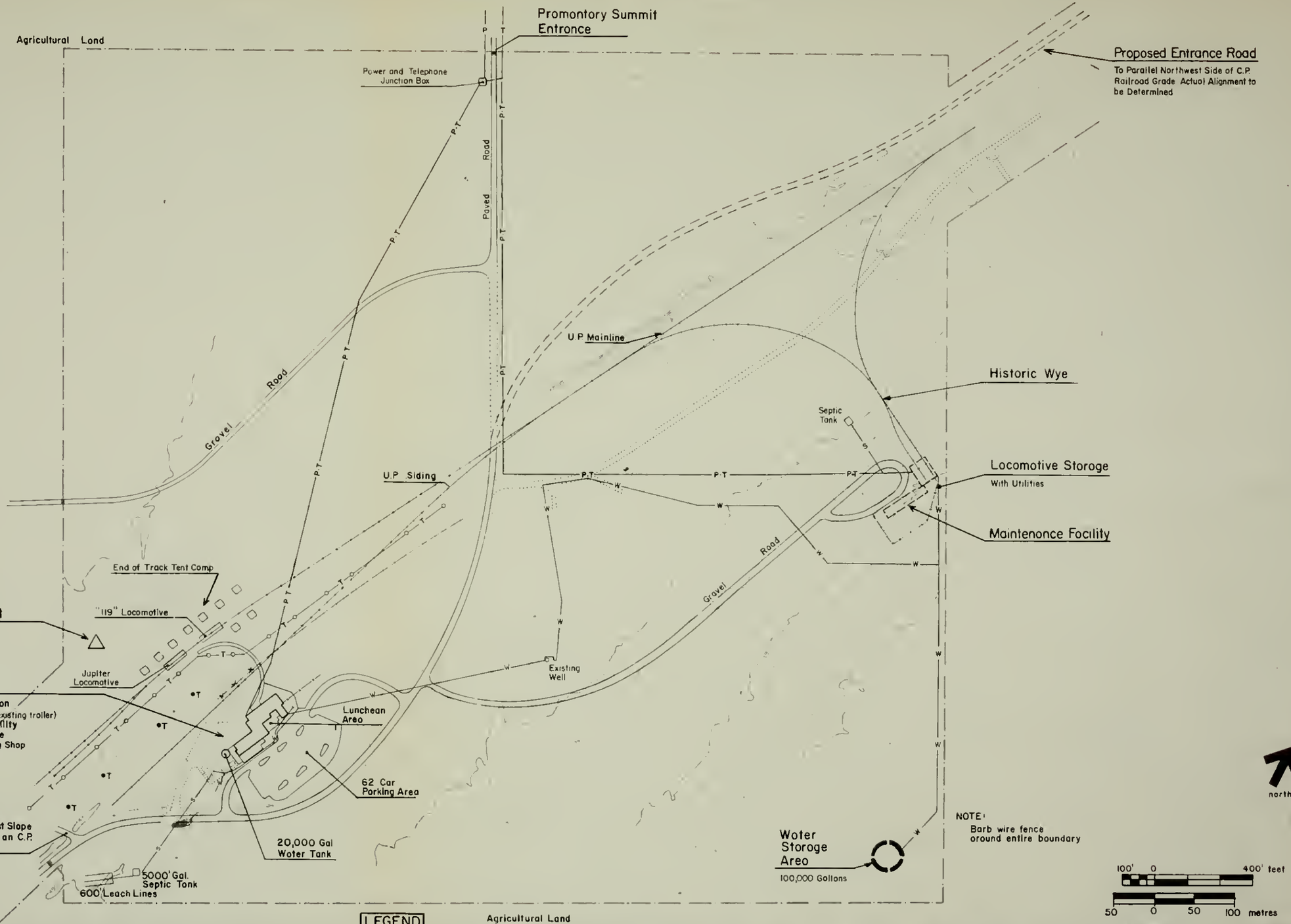

LEGEND

Agricultural Land

	EXISTING	PROPOSED	OBLITERATE
Underground Power and Telephone Lines	—P·T—		
Roads			
Buildings			
Restored Railroad Track			
Restored Telegraph Line	—T—		
Telegraph Pole	•T		

	EXISTING	PROPOSED	OBLITERATE
Cattle Guard			
Fence	—X—X—	--X--X--	
Water Line	—W—	--W--	
Sewer Line	—S—	--S--	
Park Boundary			

BASIC DATA

EXISTING
NHS-GS 3000-3001
BOX ELDER COUNTY, UTAH
NHS-GS 3002-D 1967
AERIAL PHOTOS 1967
CULTURAL RESOURCE DATA 1976

UNITED STATES
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DRAWING NO.
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APPENDIX A

Outline of Planning Requirement Summary

The only subsequent planning required as a result of this general management plan is a "Historic Structures Preservation Guide." (To be priority 1.4.)

These projects will be accomplished as park/Regional cooperative projects.

APPENDIX B

General Development Summary in Priority Order

Item	Approximate Gross Estimate
1. Provide park maintenance and administrative facility as an addition to engine house including parking/storage yard and fencing. In addition, convert former maintenance area stalls to interpretive service space (approximately 1,400 square feet) and obliterate maintenance yard, fencing, etc. Install fire sprinkler system.	$ 476,000
2. Acquisition of lands necessary for protection of cultural resources.	224,000
3. Provide erosion protection for trestles 1 and 2.	11,000
4. Provide luncheon area in visitor center patio area (10 tables and benches, planters, and shade structures).	24,000
5. Replace entrance sign and improve three car parking pull off and exhibits, minor road obliteration (4,000 square feet).	31,000
6. Fence, with woven wire with single strand barbed on top, north side of right-of-way west of visitor center (4.3 miles), south boundary west of visitor center (7 miles), and miscellaneous fencing (3.7 miles).	225,000
7. Construct new entrance road (1.7 miles) with large culvert, signs, landscaping, fencing, erosion protection, large fill, and road obliteration.	875,000
8. Install 500 telegraph polls with cross beams to delineate historic railroad grade route (15 miles). Provide 50 poles as reserve.	107,000
9. Construct interpretive facilities for extended east auto tour.	44,000

10. Install Traveler Information Service (TIS) radio for interpretation along approach road to Summit.	9,000
11. Water erosion check dams.	Cost to be estimated on SCS report when available.
TOTAL ESTIMATED COST	$1,966,000+ cost of check dams.

No additional staffing is required to accommodate the above programs and projects.

APPENDIX C

List of Legislation Required to Fulfill Plan

Boundary Modifications

APPENDIX D

Planning Team and Consultants

Team Captain - Landscape Architect	Roy C. Slatkavitz
Member - Ecologist - Consultant	Vernon D. Dame
Interpretive Planners	John C. Reed Wescoat S. Wolfe
Archeologist	Adrienne B. Anderson
Historian	F. A. Ketterson
Natural Scientists	Neil J. Reid Richard B. Keigley
Lands Specialists	Sherman W. Swenson Gary R. Gardner
Assistant to the Regional Director, Utah - Consultant	James L. Isenogle
Park Superintendent - Staff	George D. Church