

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 791B

(Trestle "G")

11 miles west of Corrine

Corrine Vicinity

Box Elder County

Utah

HAER NO. UT-64-G

HAER

UTAH

2-CORRIV,

1G-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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

HISTORIC AMERICAN ENGINEERING RECORD

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Documentation: 5 exterior photographs
3 data pages

Michael J. Bradshaw and Michael R. Polk, Photographers, September/November 1991

UT-64-G-1	TRESTLE 791B. SOUTH SIDE
UT-64-G-2	TRESTLE 791B. NORTH SIDE
UT-64-G-3	TRESTLE 791B. EAST VIEW, DECK
UT-64-G-4	TRESTLE 791B. WEST VIEW, DECK
UT-64-G-5	TRESTLE 791B. EAST-NORTHEAST VIEW, EAST ABUTMENT, LONGITUDINAL BRACE DETAIL

HISTORIC AMERICAN ENGINEERING RECORD

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 791B (TRESTLE "G") (HAER No. UT-64-G)

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- Location:** UTM: 12/393060/4604630
- Present Owner:** Southern Pacific Transportation Company, San Francisco
- Present Use:** The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.
- Significance:** This trestle is one of many remaining Promontory Route railroad trestles, which were originally part of the first transcontinental railroad route constructed across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

PART I. HISTORICAL INFORMATION

1. Date of Construction: 1872
2. Railroad Structural Designation: 791B (at milepost 791.88)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1872-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: tie plated; 4th stringer replaced, 1938; 4 struts bulkhead to bulkhead added, 1938; 2 ties replaced, 1940; 2 piles in each upstream wing of bulkheads added.
8. Comments: The 1920 and 1941 Bridge Inspection Books¹ describe this trestle as an open deck structure which is 16 feet long and 8 feet high (to bottom of rail). It has four 7-by-16-inch stringers and four-pile bents which are untreated. The stringers are shown as "bad" and needing "renew[al]" in 1920. They were apparently replaced in 1933 from information shown in a common standard plan (CS 33). A fourth stringer was replaced in 1938. Four struts were added from bulkhead to bulkhead in 1938 and two ties replaced in 1940. Two piles in each upstream bulkhead wing were added sometime between 1920 and 1941. The structure was cited in good condition in 1941.

PART II. ARCHITECTURAL INFORMATION

This structure is a small single span wooden framed trestle measuring 17 feet 2 inches long and 7 feet 4 inches from water to bottom of rail. It has two four-post bents upon which rest large cap beams. There are two pairs of 8-by-16-inch stringers set on end directly under each rail location. Ties are laid on top of these stringers. Two 9-inch Chevron gasoline pipelines run the length of the trestle on each side of the deck. They rest on the ends of the cap beams. The use of four-post bents suggests that only "light loading" (use of E-45 locomotives) of the trestle was proposed.²

The bulkheads consist of 2-by-10 or 12-inch boards stacked on edge and held up by the bents under the deck and by 10-by-12-inch and 8-by-10-inch posts on the bulkhead wings. The northeast and northwest north bulkhead wings also have pilings which were added in recent years to help hold back the bank; two on each wing. The wings are flared about 45 degrees. An additional structural note on the bulkheads is that two 4-by-10-inch beams have been added under the deck wedged between the bulkheads to help hold them up. This feature was not noted on any other trestle structure.

Similar to UT-64-F, a remnant sawed off circular juniper post was found between the existing bents on this trestle. Others were probably there, but were obscured by water and ice. No doubt, these are remnants of the original trestle structure built in 1869. The one visible post measured 12 inches in diameter. As noted at UT-64-E, cut nails were found in several bulkhead wing wall posts.

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



Location of Trestle 791B ("G"). Taken from: USGS Public Shooting Grounds, Utah Quadrangle 7.5' (1972).