

RAILROADS IN THE NATIONAL PARKS

William B. Butler

Background

Railroads were associated with the National Parks even before the Park Service was formally established in 1916. Although not yet a National Park, Hot Springs in Arkansas was set aside as a reservation in 1832 and the “Diamond Jim Line” was built between Malvern and Hot Springs in 1875 to bring tourists to the attraction; the reservation became a National Park in 1921. On a somewhat grander scale, the Northern Pacific completed a branch line – “the Park Branch” – in 1883 from Livingston to Cinnabar, Montana, to bring tourists to Yellowstone National Park. The railroad became an ardent supporter of the nation’s first National Park (1872) and promoted it widely to the public such as in the booklet *Wonderland 1904* by the Northern Pacific’s director of advertising and historian, Olin Wheeler.

Like the railroads to Yellowstone, the main line of the Great Northern across the northern United States was built just south of Glacier National Park in 1893, and the railroad promoted visitation and constructed several lodging facilities including the Many Glaciers Hotel. A subsidiary of the Atchison, Topeka & Santa Fe Railway constructed a line from Williams, Arizona, to the south rim of the Grand Canyon in 1901, and to accommodate travelers, the railroad (through the Fred Harvey Company) built the El Tovar Hotel in 1905. Realizing that National Parks were becoming a great attraction for the public – and thus generating revenue producing passengers – the AT&SF then successfully led the lobbying effort to establish Grand Canyon National Park (1919).

Tourism was widely recognized by the railroads as a good source of income and lines were constructed to the several other “gateway” communities such as from Merced to El Portal (i.e., “the gateway” in Spanish) for access to Yosemite National Park. The Los Angeles & Salt Lake (a Union Pacific subsidiary) extended lines from Lund to Cedar City, Utah, for tourists to catch busses to the north rim of the Grand Canyon, Bryce Canyon, and Zion National Parks, and to the nearby Cedar Breaks National Monument. The Utah Parks Company, (another subsidiary of the Union Pacific), also built the lodges, inns, and many other tourist facilities in these parks.

Although not built with the direct purpose to serve the parks, many railroads took advantage of their proximity and actively promoted the parks such as the Rio Grande Southern, and Denver & Rio Grande Western for Mesa Verde National Park; the Tonopah & Tidewater and Death Valley Railroad in Death Valley National Monument; the Alaska Railroad to Denali National Park; the White Pass & Yukon to Klondike Gold Rush National Historical Park; and the Union Pacific, Colorado & Southern, Denver, Northwestern & Pacific, and the Denver, Boulder & Western to Rocky Mountain National Park. This early association with promoting the National Parks as a place to visit was important to not only the development of the individual parks, but in gaining public recognition and support of the National Park system.

Joshua Johns' *All Aboard: the Role of the Railroads in Protecting, Promoting , and Selling Yellowstone and Yosemite National Parks* (1996 M.A. Thesis, University of Virginia) is a source of information about the role of railroads with these two parks, and Alfred Runte's *Trains of Discovery: Western Railroads and the National Parks* presents an excellent discussion of the importance of railroads to the establishment and promotion of the National Parks in the west. The American Museum of Natural History also produced a video for television in 1996 that included modern railroad tours of six national parks: Rocky Mountain, Golden Spike, Bryce, Zion, Grand Canyon, and Wupatki.

The National Park Service has recognized the importance of railroads to the history of the United States by establishing several parks such as the reconstruction of a street railway in Lowell National Historic Park in Massachusetts, the Cuyahoga Valley Scenic Railroad in the Cuyahoga Valley National Recreation Area in Ohio, an electric railroad at Indian Dunes National Lakeshore, and of course Steamtown National Historic Site in Pennsylvania. Of special importance is Golden Spike National Historic Site in Utah where the first transcontinental railroad was completed with the meeting of the Central Pacific and Union Pacific in 1869. In addition, abandoned grades are found in several units of the Park Service such as the mining railroad between Searchlight, Nevada and the Colorado River in the Lake Mead National Recreation Area, the Hetch Hetchy Railroad that once entered Yosemite, and the Denver & Rio Grande that ran through the town of Cimarron in what is now the Black Canyon of the Gunnison National Park in Colorado.

Railroads in the Parks

This paper began in January of 2005 as an attempt to gather information about railroads that went to or through units of the National Park system. This list was not associated with any program, but was assembled just to satisfy the curiosity of myself and other railroad buffs in the National Park Service and in many railroad historical societies. Earlier versions of this paper referred to the list as the "NPS Railroad Registry"

As will be seen below, some railroads were built to the edge of a park for tourists, whereas other lines went through or near a park for commercial purpose other than tourism. In addition, many railroads were planned to go to or through a park, but were never constructed. As many researchers will tell you, the files for railroads never built often includes information about local economies, demographics, and the environment, not found elsewhere, i.e., they are often good sources for historical information for subjects other than a railroad.

What follows is the result of a questionnaire sent to archeologists, historians, and other railroad buffs in the Park Service to gather some basic information about railroads in the National Parks.

I have tried to keep this list simple and basic as anyone who has researched railroads knows that the amount of information available can quickly get out of hand and easily result in a book. The basic questions asked were: Name of park; state and county; when the park was established; names and dates for railroads that went to or through a park, or that were planned to go to or through a park but were not built; comments, and references. This list also includes the name of the person providing the information and the date. A late addition to the questionnaire after many responses were received concerned known sites in the park such as grades, work camps, stations, rolling stock, etc., and any National Register of Historic Places considerations.

The initial list was sent back to the contributors so they could correct or add information. The addition of the comments section to the questionnaire proved to be a real plus as it allowed the authors to put some life into what are really some basic, but often dry, questions.

Gordon Chappell of the National Park Service has written many books and articles on railroads throughout the country, and he has provided some additional information for several railroads included here from his unpublished archives. Many readers will find some of this information to be boring or rather esoteric, but to us railroad buffs, it is golden! For example, he notes in a 2005 memo to the author that:

Railroad terminology is a very tricky thing, and railroad names are either correct or not. The terms railway and railroad are interchangeable when used generically in lower case, but not when capitalized as part of a railroad name. It was common when a company went into bankruptcy, was refinanced and reorganized and sometimes sold, that when it emerged from bankruptcy railWAY was changed to railROAD or vice versa. Thus what in the 19th Century had been the Northern Pacific Railroad and the Atchison, Topeka & Santa Fe Railroad, after bankruptcies at different dates, emerged and in the 20th Century were known as the Northern Pacific Railway and the Atchison, Topeka & Santa Fe Railway. Even the Union Pacific went through that: the original Union Pacific Railroad went into bankruptcy in the 1880s and became the Union Pacific Railway and still later was reorganized again as the Union Pacific Railroad, the name it retains today. So a given railroad company may once have been known as "Railroad" and at another time as "Railway" but those terms apply ONLY within the date parameters of the corporate structures. For instance, the Denver & Rio Grande Railway existed only 1870 to 1886 and the Denver & Rio Grande Railroad existed only between 1886-1921.

To his observation I would add that doing original research on a railroad is often not a simple task only requiring a general route and a name. Unfortunately, and as noted above by Gordon, railroad economics and politics often saw railroads rename themselves, establish other lines by different names, purchase, lease, merge, or otherwise acquire

other lines which can cloud the picture. A recent study on the railroads in Colorado lists no less than 88 railroads that operated in the state between 1858 and 1948. In addition to these 88 established lines, there were many more that were incorporated and planned, but never built for a variety of reasons. Throw in some less than honest competition and outright fraud and deception between and among these railroads, and one wonders how many of them ever got built.

Larry Lee of the Historic American Engineering Record office in Washington correctly noted that:

There are omissions in the list that may deserve reconsideration, such as Wilson's Creek National Memorial Park. While no railroad is contiguous with the battlefield, this nevertheless marks what was probably the first case where a railroad was used to evacuate casualties from a combat area. They were taken several miles to the railhead by wagon and transported out in boxcars that had brought supplies in. This is an important historical element of this property. There are other properties, particularly Civil War battlefields, with this kind of story. While I listed CSXT (WM) for Gettysburg NMP, a different, now-non-existent railroad with its railhead several miles away served to supply and evacuate Union troops, and perhaps it should be noted.

This is also what this project was intended to achieve – there are many important stories about railroads and the resources we care for in the National Park Service that need to be identified, preserved, and interpreted.

Larry Lee has also provided a valuable list of railroads in NPS units that is published here with his permission. Unfortunately, many narratives are not included for the railroads in these parks, but at least we know these relationships exist. Thus, what is included here is what I have been given by the staff in each park. Many parks may have railroads, but they are not included below because no information was provided by the park. However, Gordon and I felt an obligation to our fellow railroad buffs to add some information for a few of these parks along with a basic reference or two even if no information was forthcoming from the park itself. Also to be considered when reading what is presented below is that many questions were often not answered, or I was told to go look it up myself. It was never my intention to do this research myself, and I relied on my colleagues to submit what they had.

Pat McKnight at Steamtown suggests that the Park Service begin to assemble a list of all the rolling stock for each unit in the NPS – great idea. A spreadsheet has been created for Steamtown that might be considered as a model for other parks.

Two basic reports on railroads in the National Parks that are highly recommended are Alfred Runte's 1998 *Trains of Discovery: Western Railroads and the National Parks*. (Roberts Reinhart Publishers, Boulder, Colorado. Fourth Edition.), and the various

papers in the *Cultural Resource Management* volume on Historic Railroads. (1999, Vol. 22, No. 10; Department of the Interior, National Park Service, Washington, D.C.).

In addition to distribution to the parks submitting information, this paper has been sent to two premier research institutions in the region: the Robert W. Richardson Railroad Library of the Colorado Railroad Museum in Golden, Colorado, and the Western History Collection at the Denver Public Library in Denver.

Special thanks to Gordon Chappell, Larry Lee, and Pat McKnight for their advice and comments, and to all the railroad buffs in the parks who have contributed to this list.

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**Railroads in National Park Service Units
Not Included in the Registry**

| NPS PROPERTY NAME | PROPERTY TYPE | RAILROAD STILL IN OR ADJACENT | RAILROAD ONCE IN OR ADJACENT | SIGNIFICANC E TO PROPERTY |
|----------------------------------|--------------------------|--|---|--|
| Andersonville | NHS | NS (CG) | | History |
| Arches | NP | UP (D&RGW) | | Access |
| Blackstone River Valley | NHC | PW (NH) | | History |
| Blue Ridge | PKY | CSXT, NS | | None |
| California | NHT | UP (CP, SP) | | History |
| Canaveral | NS | NASA-USAF | | None |
| Cape Cod | NS | | Cape Cod RR | History |
| Catoctin Mountain | P | CSXT (WM) | | Little, if any |
| Chattahoochee River | NRA | CSXT (LN) | | None |
| Chesapeake & Ohio Canal | NHP | CSXT (B&O) | | History |
| Chickamauga & Chattanooga | NMP | CSXT, NS | | History |
| Colonial | NHP | CSXT (C&O) | | None |
| Congaree | NP | NS (SOU) | | None |
| Cumberland Gap | NHP | CSXT (L&N) | | Unknown |
| Delaware Water Gap | NRA/NSR | NS (DL&W) | | Historic |
| Effigy Mounds | NMP | ICE (MILW) | | None |
| Everglades | NP | | FEC | Access |
| Fredericksburg & Spotsylvania | NMP | CSXT (RF&P) | | Historic |
| Gettysburg | NMP | CSXT (WM) | | Historic |
| Glen Echo | P | | Capital Transit Co | Historic |
| Harpers Ferry | NHP | CSXT (B&O) | | Historic |
| Jefferson | NEM | UP (TRRA) | | None |
| Jimmy Carter | NHS | CSXT (SAL) | | Historic |
| Johnstown Flood | NM | NS (PRR) | | Historic |
| Kennesaw Mountain | NMP | CSXT (W&A) BNSF (GN), UP | | Historic |
| Lewis & Clark | NHP | UP | | None |
| Lowell | NHP | | B&M | Minimal Historic |
| Manassas | NBP | NS (MG) | | Historic |
| Morman Pioneer | NHT | UP | | None |
| Natchez Trace | PKW | KCS, BNSF, IC, C&G | | None |
| New Bedford Whaling | NHP | | NH | None |
| New Jersey Coastal | NHT | AMTK, NJDOT | CNJ | Historic |
| New River Gorge | NR | CSXT (C&O) | | Historic |

| NPS PROPERTY NAME | PROPERTY TYPE | RAILROAD STILL IN OR ADJACENT | RAILROAD ONCE IN OR ADJACENT | SIGNIFICANCE TO PROPERTY |
|------------------------|---------------|-------------------------------|------------------------------|--------------------------|
| Nez Perce | NHP | BNSF (GN, NP) | MILW | Historic |
| Obed | WSR | NS (CNO&TP) | | None |
| Petersburg | NBP | CSXT, NS | | Historic |
| Petroglyph | NM | BNSF (AT&SF) | | Access |
| Pictured Rocks | NL | CP (SOO) | | None |
| Potomac Heritage | NST | CSXT (B&), WM) | | Historic |
| Richmond | NBP | CSX, NS | | Historic |
| Roger Williams | NM | AMTK (NH) | | None |
| Sagamore Hill | NHS | MNCR (LI) | | Access |
| Saguaro | NP | UP (SP) | | Access |
| Salem Maritime | NHS | MBTA | | Access |
| San Francisco Maritime | NHP | F&CH, UP (SP) | | Historic |
| Santa Fe | NHT | BNSF (AT&SF) | | None |
| Shenandoah | NP | NS (SOU) | | Minimal Historic |
| Stones River | NBP | CSXT (NC&StL) | | Historic |
| Theodore Roosevelt | NP | BNSF (NP) | | Access |
| Tupelo | NBP | KCS (M&O) | | Historic |
| Tuskegee Institute | NHS | | Tuskegee | Minimal Historic |
| Upper Delaware | SRR | NS (DL&W) | | Historic |
| Valley Forge | NHP | NS (PRR) | | None |
| Vanderbilt Mansion | NHS | CSXT (NYC) | | Historic |
| Vicksburg | NMP | KCS (Y&MV) | | Minimal Historic |
| Voyageurs | NP | BNSF (GN) | | None |
| Women's Rights | NHP | NS (NYC) | | None |

PROPERTY TYPE KEY

| | | | |
|-----|-----------------------------|-----|-----------------------------|
| NBP | National Battlefield Park | NP | National Park |
| NEM | National Expansion Memorial | NRA | National Recreation Area |
| NHC | National Heritage Corridor | NS | National Seashore |
| NHP | National Historic Park | NSR | National Scenic River |
| NHS | National Historic Site | P | Park |
| NHT | National Historic Trail | PKW | Parkway |
| NL | National Lakeshore | SRR | Scenic & Recreational River |
| NM | National Monument/Memorial | WSR | Wild & Scenic River |
| NMP | National Military Park | | |

Larry Lee , NPS Washington, D.C., August 2005

ALASKA NATIONAL PARKS

Park Name: Denali (Mount McKinley) and Wrangell-St Elias National Parks

Date when Park Created: Denali was called Mount McKinley NP until 1980.

Wrangell-St. Elias National Park and National Preserve was established between 1978 and 1980.

The main RRs in Alaska that went through Alaska NPs:

1) Alaska RR (originally the Alaska Engineering Commission railroad) goes through the east end of Denali NP & NPRES. The present railroad was built through what is now the park during the winter of 1921-22, but the park's boundaries were not extended east to include the areas surrounding the RR until 1932. This park was called Mount McKinley NP until 1980.

2) Copper River and Northwestern RR was built from Cordova to Kennecott (196 miles) between 1908 and 1911. Today, the huge Kennecott copper mill marks the end of that line. However, the RR shut down in 1938, and Wrangell-St. Elias National Park & National Preserve wasn't established until 1978/80.

3) White Pass & Yukon Route Railroad (1898 to present) in Klondike Gold Rush National Historical Park – see Klondike Gold Rush National Historical Park.

Comments: It's best not to wade into the arena of proposed railroads as they pertain to today's Alaska national parks. On the heels of the Klondike rush, speculators were quite willing to blanket the District of Alaska with proposed railroad lines--whether or not they made any geographical or economic sense--if they thought they could attract investors. And most of today's national park units probably would have a railroad in them today IF they had all been built. But most of these were pretty worthless affairs, and all talk of these lines had faded away by 1910 (for park units that weren't established until the late 1970s).

References: Geoffrey Beakley, "The Copper River and Northwestern – Alaska's Bonanza Railway", 1999 *CRM* 22(10):34-35; Ann Kain, "Frontiers in Transportation – Denali and the Alaska Railroad", 1999 *CRM* 22(10):36-38.

Source of Information: Frank Norris, Historian, Alaska Regional Office; Karl Gurcke, Historian, Klondike Gold Rush National Historical Park.

Date: February 9, 2005; November 2006.

ALLEGHENY PORTAGE RAILROAD NATIONAL HISTORIC SITE

Name of Park: Allegheny Portage Railroad NHS

Date Park Established: 1964

State and County: Pennsylvania, Blair and Cambria Counties

Comments: The park was established in 1964 to commemorate the first railroad to cross the Allegheny Mountains. The Allegheny Portage Railroad, constructed between 1831 and 1834, was considered a technological wonder of its day and played a role in opening the interior of the United States to trade and settlement. The 36 mile-long Portage Railroad was part of the Pennsylvania Main Line Canal system that connected Philadelphia and Pittsburgh, an ambitious plan that required 276 miles of canal, aqueducts, tunnels, reservoirs, dams, and 82 miles of railroad track. The Portage Railroad opened on March 18, 1834 and closed 23 years later when the Pennsylvania Railroad completed its line over the Alleghenies in 1854. The route started in Philadelphia where canal boats and passengers were moved to railroad cars at Hollidaysburg, PA. A series of 10 incline planes raised and lowered the cars over the mountains using stationary steam engines, located in steam houses at the top of each incline. Once on the western side of the mountains, in Johnstown, PA, the canal boats, goods, and passengers were transferred again to the Main Line Canal for the rest of the trip to Pittsburgh. In 6 hours, the boats had traveled 36 miles, ascended 1,398 feet and descended 1,172 feet.

Horses were initially used to tow the cars on the levels between inclines, but were eventually replaced on most levels by locomotives. John Roebling (of Brooklyn Bridge fame) improved the system with the replacement of "wire rope" instead of the 3 1/2-inch hemp tow ropes that were initially used to raise and lower cars on the inclines. The hemp ropes had a disastrous tendency to break, with tragic results. Charles Dickens was one of the famous riders on this railroad and wrote about his experiences on it.

I believe the park boundaries also include a portion of the Pennsylvania Railroad, which purchased the Main Line in 1857. I think the PRR is still active, but you may need to contact the park to find out. Along the level portions of the track, the railroad ties were attached to four rows of hand-quarried stone "sleepers" set with iron chairs; each sleeper weighed hundreds of pounds. The Portage Railroad also includes the first railroad tunnel constructed in America. The Staple Bend Tunnel, built between 1831 and 1834, is located near Johnstown, PA (of May 31, 1889 flood fame).

References: Diane M. Garcia and Nancy L. Smith, 1999, "Allegheny Portage Railroad – New Support for Old Arches". In: *Cultural Resource Management* 22(10):44-46. Department of the Interior, National Park Service, Washington, D.C..

Source of Information: Karen L. Orrence, Archeologist, National Capital Region

Museum Resource Center, 3300 Hubbard Road, Landover, MD 20785

AMISTAD NATIONAL RECREATION AREA

Park Name: Amistad National Recreation Area

Date when Park Created: 1969; Enabling Legislation 1991

State and Counties: Texas: Val Verde County

RR that went through the Park and dates: Southern Pacific Sunset Route (New Orleans to California)

Comments: About 25 miles of grade, the first 2 RR tunnels in Texas, and extant remains of the tallest RR bridge in US in 1892.

References: Braudaway, Douglas Lee, 2000, *Railroads of Western Texas: San Antonio to El Paso*. Arcadia Press, Chicago. ISBN 0-7385-0766-0; See also the park website www.nps.gov/amis.

Source of Information: Joe Labadie, Archeologist, Amistad NRA

Date: February 1, 2005

BENT'S OLD FORT NATIONAL HISTORIC SITE

Park Name: Bent's Old Fort National Historic Site

Date when Park Established: The Park was established on June 3, 1960; additional boundary changes November 10, 1978; Santa Fe Trail designated as a National Historic Trail, May 8, 1987.

State and Counties: Otero County, Colorado

Comments: Two railroads predate the park, and one currently runs through the park.

Two railroads were built in 1875 and 1876 between Las Animas and La Junta: the Pueblo and Arkansas Valley Railroad Co., a construction company for the Atchison Topeka and Santa Fe Railroad Company (AT&SF), and The Arkansas Valley Railroad Co., a construction company for the Kansas and Pacific Railroad. The Kansas and Pacific Railroad had finished construction of a railroad south from Kit Carson, CO to Las Animas, CO in October of 1873. They were interested in building a line from Las Animas to La Junta as was the AT&SF. Both companies found themselves embroiled in a conflict over rights-of-way between La Junta and Las Animas. Because the lines were squeezed together between a bluff on the south and the river on the north, they agreed to build a joint crossing at milepost 542.9 in 1875 thus allowing each railroad to cross over the other at the narrows just east of the station of Robinson.

Competition between the Arkansas Valley Company and the Pueblo Arkansas Valley was fierce. Passenger and freight rates were kept very low. This eventually forced the poorly financed Kansas Pacific company to cut services and finally in early May 1878 to abandon their entire line. This left the right-of-way to the AT&SF between Las Animas and La Junta.

As the railroads moved west the eastern terminus of the Santa Fe Trail also moved west, eventually reducing traffic on the mountain branch of the Santa Fe Trail. As traffic on the Santa Fe Trail was decreasing it was increasing up the Arkansas River to the Front Range and over the mountains to the San Luis Valley.

RR remains in the Park: Burlington Northern Santa Fe Line still runs thru the park on a right-of-way close to the southern boundary of the park.

References: Green, Larry, 1999, "Atchison Topeka and Santa Fe Railway Company, First and Second Districts; Keck, F. B., "A History of Otero and Crowley Counties Colorado", Otero Press.

Source of Information: Don Lowman, Otero Museum Association, La Junta, CO; Fran Pannebaker, Bent's Old Fort National Historic Site

Date: December 12, 2006

BIG SOUTH FORK NATIONAL RIVER AND RECREATION AREA

Park Name: Big South Fork National River and Recreation Area

Date when Park Created: March 7, 1974

State and Counties: Scott, Morgan, Fentress, & Pickett Counties, Tennessee & McCreary County, Kentucky

RR that went through the Park and dates: Oneida and Western Railroad, 1913-1954; Kentucky & Tennessee Railroad, 1906-2005.

Comments: The O&W was built to serve the two communities and transport various commodities. The K&T was built by the Stearns Coal and Lumber Co. to transport coal and lumber and eventually to move people as communities developed along the route. Numerous spur lines came off of the main trunk to temporary areas being logged and where pre-fab housing was set up. The K&T now exists as a seasonal tourist ride to the site of the Blue Heron Coal Mining Complex located within the National Recreation Area. The owners are restoring a steam locomotive that will be (IF plans & progress continue) serving the line in 18 months. Several gable & truss steel bridges, steel trestle bridges, and a large (largest free-standing concrete ballast bridge in 1906) concrete bridge are also still to be found in the area.

References:

McBride, Kim and Stephen McBride, 2000, Big South Fork Region Historic Context Study. University of Kentucky, Technical Report No.412.

Source of Information: Tom Des Jean, Archeologist, Big South Fork NRA

Date: February 1, 2005

BLACK CANYON NATIONAL PARK
and
CURECANTI NATIONAL RECREATION AREA

Park Name: Black Canyon of the Gunnison National Park / Curecanti National Recreation Area

Date when Park Created: Black Canyon as a monument on March 2, 1933, Curecanti 1965; and both to National Park status on October 21, 1999.

State and Counties: Colorado: Gunnison and Montrose

RRs that went through the Park and dates: Denver & Rio Grande.

Comments: The D&RGW narrow gauge route from Gunnison, Colorado to Montrose, Colorado, was built between 1881 and 1883, and was in operation until 1940. Most of the route is now under Blue Mesa Reservoir in the Curecanti NRA, and the Morrow Point Reservoir in Black Canyon of the Gunnison NP.

Chappell Comments: The Denver & Rio Grande Railway built a narrow gauge line through a portion of the Black Canyon of the Gunnison River in 1881-1882, a line that was dismantled about 1951. That railroad was reorganized in 1886 as the Denver & Rio Grande Railroad, and in 1921 in a merger became the Denver & Rio Grande Western Railroad. Its track through the Black Canyon, which left the Black Canyon up a side canyon to Cimarron, and then went over Cerro Summit before descending to Montrose. The abandoned grade and trestle are within Curecanti National Recreation Area, and the National Park Service has acquired on loan narrow gauge locomotive and caboose with an NPS owned box car that are on display on the trestle over the Cimarron River, while a stock car and work car rests on reconstructed track at a reconstructed stockyard at the site of the railroad town of Cimarron.

Bruce Jones of the Midwest Archeological Center in Lincoln also notes that “A spur line of the D&RGW was built from Sapinero (at the head of the Black Canyon) south and west to the mines at Lake City in 1889 around the time when the original narrow gauge line was built from Gunnison to Montrose. This spur followed the Lake Fork of the Gunnison River, and its grade is still visible in the floor of Lake Fork Canyon on land just within the park boundary as well as further upstream. A construction camp along the spur line was archeologically tested in 1982 (as it was coincidentally to be the site of a park picnic area), and we returned in 1983 with a crew who spent a field season conducting mitigative excavations there. The site of the construction camp was probably occupied in part by Italian immigrant workers, and we ultimately interviewed one such individual who had worked maintenance on the main line after it had been built down the Black Canyon toward Cimarron. The construction camp site later served as a small siding named Marion. The railroad history of the picnic area is now interpreted with signs, etc.”

RR remains in the Park: Portions of RR grade, junction town of Cimarron with track and stockyards, stock car #5620, work car (sleeper) #04414, and a static display of Baldwin C-16 (2-8-0) # 278 (1882) and tender (1935), box car # 3132 (1904), caboose #0577 (1886) on original steel deck Pratt Truss trestle (1895).

References:

Chappell, Gordon, and Cornelius Hauk, 1971, *Narrow Gauge Transcontinental: Through Gunnison County and Black Canyon*. Colorado Railroad Museum, Golden, Colorado

Hauk, Cornelius, 1970, *Colorado Rail Annual 1970*. Colorado Railroad Museum, Golden, Colorado.;

Rossillon, Mary P., 1984, *The Curecanti Archeological Project: The Archeology of Marion, an Historic Railroad Camp in Curecanti National Recreation Area, Colorado*. Midwest Archeological Center Occasional Studies in Anthropology No. 9, Lincoln, Nebraska.

See also: <http://www.nps.gov/blca/historyculture/cimcanyonexhibit.htm>

Source of Information: Gordon Chappell, NPS Regional Historian, Oakland; William Butler, Park Archeologist, Rocky Mountain National Park; Bruce Jones, Archeologist, Midwest Archeological Center in Lincoln

Date: July 2005

BROWN Vs. BOARD OF EDUCATION NATIONAL HISTORIC SITE

Park Name: Brown v. Board of Education NHS

Date Park Established: 1992

State and County: Kansas, Shawnee County

Comment: Atchison, Topeka, and Santa Fe Railroad established 1869 runs along side the park playground field

Reference:

Rachel Franklin Weekley, 1999, "A Strong Pull, A Long Pull, and A Pull Altogether:" Topeka's Contribution to the Campaign for School Desegregation. Historic Resource Study, Brown v. Board of Education National Historic Site Topeka, Kansas. National Park Service, Midwest Regional Office, Omaha, Nebraska.

Source of Information: Jay T. Sturdevant, MWAC Archeologist

Date: February 1, 2005

BRYCE CANYON NATIONAL PARK
ZION NATIONAL PARK
CEDAR BREAKS NATIONAL MONUMENT

Park Name: Bryce Canyon National Park
Zion National Park
Cedar Breaks National Monument

Date when Park Created: Bryce Canyon as a monument in 1923, as a NP in 1928;
Mukuntuweap (Zion) National Monument in 1909, NP in 1919.

State and Counties: several in Utah

Comments: In the 1920s, Stephen Mather went to the Board of Directors of the Union Pacific to try to get them to open up the North Rim of Grand Canyon and the Utah parks (Zion and Bryce and Cedar Breaks) to railroad traffic, and reluctantly they agreed to build a branch of their subsidiary Los Angeles & Salt Lake Railroad from Lund to Cedar City, Utah, where the U.P. purchased and operated a hotel, and a line of auto stages to those parks. The Union Pacific also established the Utah Parks Company to build hotels and lodges at the North Rim of Grand Canyon within the park (Grand Canyon Lodge and Grand Canyon Inn, both with central buildings and then guest cabins), and lodges at Zion and Bryce and a lunch room or something at Cedar Breaks. After the railroad got out of the passenger business the properties of the Utah Parks Company were probably donated to the NPS, which leased them to a private company to operate.

Source of Information: Gordon Chappell, NPS Regional Historian, Oakland; William Butler, Rocky Mountain National Park.

Date: May 2005

BUFFALO NATIONAL RIVER

Park Name: Buffalo National River

Date Park Established: 1972

State and County: Arkansas: Newton, Searcy, Marion, and Baxter Counties

RRs that ran through the Park: Missouri and North Arkansas Railroad (M&NA) established between 1883 and 1909, and ran until the 1940s.

RRs planned to go through the park, but not built: There was a large number of small spurs anticipated during the brief zinc mining boom just before and during WWI. Grades were prepared but rails never laid as the industry collapsed with the close of the war. These are primarily in the area of Rush and the Lower Buffalo Wilderness.

Comments: The sections of the M&NA railroad that ran through the park increased the development and settlement within the Buffalo River Valley. The line has been abandoned. The NPS is currently considering National Register status.

RR remains in the Park: M&NA grade, bridge piers, water tower foundation; spur railroad grades and abutments.

References:

Thomason and Associates, 2004, (Draft) Buffalo National River Theme Identification, Context Studies, and Property Evaluations. National Park Service, Midwest Regional Office, Omaha, Nebraska.

Pitcaithley, Dwight T., 1987, Let the River Be: A History of the Ozarks Buffalo River. National Park Service, Southwest Cultural Resources Center, Southwest Regional Office, Santa Fe, New Mexico. (on sale at park)

Handley, Lawrence R., 1973, A Geography of the Missouri and North Arkansas Railroad. M.A. Thesis, University of Arkansas, Fayetteville.

Source of Information: Jay T. Sturdevant, MWAC Archeologist; Suzie Rogers, Park Historian, and Caven Clark, Archeologist, Buffalo National River

Date: March 21, 2005

CUYAHOGA VALLEY NATIONAL PARK

Park Name: Cuyahoga Valley National Park

Date when Park Created: December 27, 1974

State and Counties: Ohio: Cuyahoga and Summit Counties

RR that went through the Park and dates: Valley Railway (B&O Railroad) 1880-1985, New York Central Railroad 1911-1973.

RRs planned to go through the Park - but not built: Clinton Line Railroad 1853.

Comments: Cuyahoga Valley Scenic Railroad now operates in Cuyahoga Valley National Park on the historic railroad line of the Valley Railway (Baltimore & Ohio Railroad).

References:

Reese, John S., 2002, *Guide Book for the Tourist and Traveler over the Valley Railway*. with new introduction by Sam Tamburro and Juliet Galonska. Kent State University Press, Kent, Ohio. Revised Edition.

Tamburro, Sam, 1999, "The Valley Railway – A Tale of Two Landscapes" In: *Cultural Resource Management* 22(10):56-58. Department of the Interior, National Park Service, Washington, D.C..

Source of Information: Sam Tamburro, Historian, Cuyahoga Valley National Park, 15610 Vaughn Road, Brecksville, Ohio 44141

Date: February 1, 2005

DEATH VALLEY NATIONAL PARK

Park Name: Death Valley National Park

Date when Park Created: As a monument on February 11, 1933; National Park on October 31, 1994.

State and Counties: California: Inyo and San Bernadino Counties

The Death Valley Railroad was constructed as a narrow gauge (3 foot gauge) in 1914 running 20 miles from Death Valley Junction to the mining camp of Ryan, California, and it operated until 1930. When Death Valley National Monument (recently changed to National Park) was established, the boundaries were "gerrymandered" to exclude it, so although it penetrated the eastern rim of Death Valley, and came within less than a mile of the park boundary, it never actually entered the monument. Most of the line ran parallel to what is today California State Route 190.

The borax mine of the Pacific Coast Borax Company in Ryan had played out shortly before the park was created, and the railroad ceased operation. Two Baldwin 2-8-0 outside frame locomotives, ore cars, a motor car, and rails were removed in 1931. This equipment saw new life in a 16 mile long narrow gauge line near Carlsbad, New Mexico, used for hauling potash for the U.S. Potash Company. This was probably the last narrow gauge line constructed in the United States. Upon dieselization of the line in 1956, one of the steam locomotives was returned to Death Valley for display at the Furnace Creek Ranch (Myrick 1990:44-48).

Resources: Abandoned grades and railway structures.

National Register: Las Vegas and Tonopagh railroad grade, July 8, 1981.

References:

Myrick, David F., 1990, *New Mexico Railroads: A Historical Survey*. University of New Mexico Press, Albuquerque, New Mexico. Revised edition.

Myrick, David F., 1992, *Railroads of Nevada and Eastern California - The Southern Roads*. University of Nevada Press.

See also the Tonopah and Tidewater web site at <http://www.ttrr.org/>.

Source of Information: Gordon Chappell, National Park Service, Oakland; William Butler, Rocky Mountain National Park

Date: May 2005; June 2007.

FORT SMITH NATIONAL HISTORIC SITE

Park Name: Fort Smith National Historic Site

Date when Park Created: 1961

State and Counties: Arkansas (on Oklahoma border) Sebastian County

On February 17, 1883 (during the Federal Court occupation) Congress granted right of way through former military reservation to St. Louis and San Francisco Railroad. Sometime between May 1886 and February 1889, St. Louis & San Francisco Railroad remove a portion of the garrison wall. By 1887 Missouri Pacific had been granted a right of way through former military reservation and their line was built and ran parallel to that of the St. Louis & San Francisco that was still in construction at that time. By 1889 the St. Louis & San Francisco line had been built and in operation. Sometime around 1901 St. Louis & San Francisco Railroad had three lines and Missouri Pacific Railroad had two. Currently there are 3 lines running through the park – two are operated by Fort Smith Railroad (based out of Peoria, Illinois, and one by the Union Pacific.

Comments: A Frisco Station is in the park so the Frisco would have gone through here when it was built in about 1903 (?). We also do not know when it stopped running.

Reference: Park files

Source of Information: Julie Northrip, Fort Smith NHS

Date: February 9, 2005

FORT VANCOUVER NATIONAL HISTORIC SITE

Park Name: Fort Vancouver National Historic Site

Date when Park Created: 1948

State and Counties: Washington, Clark

RR that went through the Park and dates: The Spokane, Portland & Seattle line runs through current park boundaries, est. 1906. The line is currently owned and managed by the Burlington, Northern & Santa Fe Railroad.

The SP&S has a long and storied history through this park. This railroad directly supported the activities of the U.S. Army at Vancouver Barracks between 1906-1948. During WWI a spur line into the Barracks supplied all of the spruce lumber for the Vancouver Barracks Spruce Production Division Main Cut-Up Plant (ca. 1917-1921). The current railroad berm splits the park between the waterfront of the Columbia River and the site of the reconstructed Fort Vancouver. Dozens of BNSF freight trains and a few AMTRAK trains still utilize this two-track mainline every day.

References: There are dozens of references specific to the SP&S and many cover the operations in Vancouver, WA (although not directly on the lines through the park).

Source of Information: Robert Cromwell, Archaeologist

Date: February 1, 2005

GLACIER NATIONAL PARK

Park Name: Glacier National Park

Date when Park Created: 1910

State and Counties: Montana, Flathead and Glacier

RRs that went to the Park and dates: Great Northern Railroad, 1891

The following explorations for a railroad route occurred before the park was formed, and the exact routes are unknown.

1853: A.W. Tinkham's exploration party, detailed from Isaac I. Steven's survey for a "Northern Transcontinental Railroad in search of Marias Pass". Tinkham, however, follows established Indian trails over Cut Bank Pass and exits the Glacier area via that valley.

1884: Raphael Pumpelly's Northern Transcontinental Railroad Survey, for the Northern Pacific's Henry Villard, surveys the Cut Bank Pass route through the southern Glacier area and pronounces it too difficult to use for a Northern Pacific mainline.

1909: Great Northern RR and Milwaukee RR ran surveys for right of way of the North Fork of the Flathead River to the Canadian Line. The discovery of coal and possibility of oil at some future time was probably responsible for the surveys.

References:

Buchholtz, Curt, 1976, *Man in Glacier*; Historic Resources Study, Glacier National Park;

Robinson, Donald, 1960, *Through the Years in Glacier National Park*.

Source of Information: Ann Fagre, Museum Technician, Glacier National Park

Date: February 14, 2005

GOLDEN SPIKE NATIONAL HISTORIC SITE

Park Name: Golden Spike National Historic Site

Date when Park Created: 1965

State and Counties: Box Elder County, Utah

The Central Pacific RR from the west and Union Pacific RR from the east met at Promontory Station which is now the park on May 10, 1869, completing the nation's first transcontinental railroad.

These two lines met from May 10, 1869 to December 1869 at which time the CP purchased the UP line from Promontory east to Ogden.

The Central Pacific Railroad/Southern Pacific Railroad then ran through the park from December 1869 - 1942 when the SP got permission to abandon its line. The rails and ties were removed and relocated to various military installations around the state to help in the WWII effort.

The CP and UP railroads proposed several additional alignments in the area that were never completed.

RR remains in the Park: Reconstructed tracks and two engines; work camps. Also, several incomplete or partially built CP and UP grades, culverts and trestles. See Anderson and Wilson 1999.

National Register: National Historic Landmark, and a National Civil Engineering Landmark.

References: A huge corpus of literature on the first transcontinental railroad are available on politics, construction, maintenance, historical impacts, etc. Many are no longer in print, although are available in the park's library and archives. Major sources include:

Ambrose, Stephen E., 2000, *Nothing Like it in the World; The Men who Built the Transcontinental Railroad 1863-1869*. Simon & Schuster, New York.

Anderson, Adrienne B. and Rick Wilson, 1999, *The Unheralded Resources of Golden Spike National Historic Site*. *CRM Bulletin*, Vol. 22, No. 10, pp12 – 14. National Park Service.

Bain, David Howard, 1999, *Empire Express; Building the First Transcontinental Railroad*. Viking, New York.

Best, Gerald M., 1969, *Iron Horses To Promontory*, San Marino: Golden West Books

Galloway, John D., 1950, *The First Transcontinental Railroad: Central Pacific and Union Pacific, 1863-1869*. Simmons-Boardman, New York.

Griswold, Wesley S., 1962, *A Work of Giants: Building the First Transcontinental Railroad*.
McGraw Hill, New York.

Source: Adrienne Anderson, Archeologist, Intermountain Regional Office, Denver

Date: February 1, 2005

GRAND CANYON NATIONAL PARK

Park Name: Grand Canyon National Park

Date when Park Created: February 26, 1919

State and Counties: Coconino County, Arizona

RRs that went to the Park and dates: The Grand Canyon Railway, owned by the Atcheson, Topeka & Santa Fe Railway, was completed to the South Rim at Grand Canyon Village in September 1901. About 5 miles of track, and the depot, built in 1909-1910, are actually within today's park bounds.

RR that went through the Park and dates: No RRs ran through the park, although Congress authorized the Santa Fe & Grand Canyon Railroad (the company that started building the railway) to continue along the South Rim as far as the Little Colorado River.

RRs planned to go to the Park - but not built: There were nearly a dozen plans or schemes to build railroads to Grand Canyon from the 1880s through the 1910s, including to North Rim and Havasu Canyon, but the plans never matured beyond a few preliminary surveys. That is, no others were ever funded or actually laid track.

RRs planned to go through the Park - but not built: The Santa Fe & Grand Canyon Railroad managers may have planned to build along the South Rim to the Little Colorado, which would have gone through the south side of the park. But the Grand Canyon Railway, which acquired the rights of the bankrupt SF & GC, apparently never gave serious thought to continuing past Grand Canyon Village. Ralph Cameron also proposed a railroad along the south rim in the 1910s, but his was just a scheme that went nowhere. Robert Brewster Stanton actually surveyed a railroad all the way through Grand Canyon along the Colorado River in 1889-90, but the capital was never raised to build it.

Comments: You can safely write that various entrepreneurs along with a couple mining companies and crackpots tried to raise enthusiasm to build railroads to and through Grand Canyon beginning in the 1880s. Flagstaff residents tried to raise money to do so at least four times that I know of in the 1880s and 90s before the Grand Canyon Railway was actually completed in 1901. There were at least two proposals to build a railroad from the Denver & Rio Grande in Utah down to North Rim, and I believe Congress approved both of them, but the money was never raised. A mining company wanted to build one down to Havasu Canyon in the late nineteenth century, but settled for a wagon road. Stanton and his boss Frank Brown were pretty serious and completed a real survey (the second river trip down the Colorado through Grand Canyon), but Brown was the booster and he drowned on the survey trip--the other investors backed out. All kinds of folks wanted to build railroads back then, but getting together the money was a problem for nearly all.

Chappell's Comments: The Santa Fe & Grand Canyon Railroad commenced construction in 1897 or 1898 and built to within six miles of the rim (58 of about 64 miles) when it went bankrupt in 1900 and construction ceased. It was purchased at a bankruptcy sale by the interests that owned the Atchison, Topeka & Santa Fe Railway in 1901, and those interests completed it to the South Rim in Sept. 1901, and there are arguments and conflicting evidence as to when the first train ran but I would bet on Sept. 17, a freight train.

The AT&SF interests (the corporate history of these lines can be quite complex and I am skipping a lot of detail here in the interest of simplicity and clarity) reincorporated it as the (first) Grand Canyon Railway, although it always operated with AT&SF motive power and rolling stock. The NPS now owns its beautiful little log depot at Grand Canyon. The railway's allied Fred Harvey firm built and operated a number of hotels and lodges there, such as El Tovar, Bright Angel Lodge, the auto lodge, now Maswik, Yavapai Lodge, all within the park, as well as Phantom Ranch cabins at the bottom of the canyon for passengers on mule trips, all within the park.

Grand Canyon National Park was established in 1919 so the railroad was 18 years old when the park was established including its northern terminus at Grand Canyon Village. About 1922 the AT&SF leased the line and fully included its operations into the AT&SF and in 1942 the Grand Canyon Railway ceased to be a corporation and was absorbed into the AT&SF Ry. That railway ceased operation in 1968 but since that time a second Grand Canyon Railway has purchased and reopened the line and operates it today with both steam and diesel-electric locomotives. On rare occasions, Amtrak trains or other special trains (such as an AT&SF directors' special) travel over its rails to Grand Canyon Station. I had a small hand in helping the second GCRy get on its feet (despite opposition from within the NPS) and it began operation I believe in 1989.

There were other railroads that proposed at one time or another to build to Grand Canyon, including one sponsored by the people who built the Randsburg Railway in California, but I don't think that one ever got as far as incorporating, there was talk of an electric line to or along the rim of the canyon, etc. All my research is in storage so I don't have the details at hand. Typically, there were many proposed railroads that were talked about but never built, and the data on them is to be found in local and regional newspapers and the incorporation files in state archives. That's true for the country around every one of our parks.

In the 1920s, Stephen Mather went to the Board of Directors of the Union Pacific to try to get them to open up the North Rim of Grand Canyon and the Utah parks (Zion and Bryce and Cedar Breaks) to railroad traffic, and reluctantly they agreed to build a branch of their subsidiary Los Angeles & Salt Lake Railroad from Lund to Cedar City, Utah,

where the U.P. purchased and operated a hotel, and a line of auto stages to those parks. The Union Pacific also established the Utah Parks Company to build hotels and lodges at the North Rim of Grand Canyon within the park – Grand Canyon Lodge and Grand Canyon Inn, both with central buildings and then guest cabins.

RR remains in the Park: The original Grand Canyon Railway ended passenger service in 1968, and freight service in the early 1970s. Over the following decade they lost their rights to the depot grounds and right-of-way along the track within the park, but the tracks remained intact until a new company resurrected the railway in 1989. This company still operates, with nearly 200,000 visitors per year visiting the park this way by the late 1990s. Original track, depot (built in 1909-1910), and other original RR structures still remain, though some structures have been removed. The present Grand Canyon Railway operates as a park concessionaire.

National Register: The Grand Canyon Railway was nominated to the National Register in January 1998 by Al Richmond, a railway historian who helped resurrect the operation in the late 1980s. It was entered on the Register in August 2000.

References: Al Richmond published two books on the Grand Canyon Railway, one entitled *Cowboys, Miners, Presidents & Kings: The Story of the Grand Canyon Railway* (Flagstaff: Grand Canyon Railway, 1989), the other, *Rails to the Rim: The Milepost Guide to the Grand Canyon Railway* (Flagstaff: Grand Canyon Railway, 1994).

The other railroads and ideas for railroads are found scattered in archives and gray literature here and there, and all are identified in Michael Anderson's, *Living at the Edge: Explorers, Exploiters, and Settlers of the Grand Canyon Region* (Grand Canyon Association, 1998), including the Grand Canyon Railway, but Richmond and Chappell are the real experts.

See also Gordon Chappell, 1999, "A Grand Canyon Railway – Project for a New Century", In: *Cultural Resource Management* 22(10):15-17. Department of the Interior, National Park Service, Washington, D.C..

Source of Information: Michael Anderson, Trails Archeologist, Grand Canyon National Park; Gordon Chappell, NPS Regional Historian, Oakland.

Date: March 22, 2005

GRAND TETON NATIONAL PARK

Park Name: Grand Teton National Park

Date when Park Created: Original park in 1929; Jackson Hole National Monument in 1943 – both were combined in 1950 to the present National Park.

State and Counties: Wyoming, Teton County

RRs that went to The Park and dates: unknown

RRs that went through the Park and dates: unknown

RRs planned to go to the Park and dates - but not built: unknown

RRs planned to go through the Park and dates - but not built: unknown

Comments: See Yellowstone National Park for some information that may be related to Grand Teton.

References: See Robert C. Hoyle, 1999, “To the Tetons by Train”. In: *Cultural Resource Management* 22(10):24-25. Department of the Interior, National Park Service, Washington, D.C.. See also Alfred Runte’s *Trains of Discovery: Western Railroads and the National Parks*.

Source of Information: William Butler, Park Archeologist, Rocky Mountain National Park.

Date: May 2005

GRANT-KOHR'S RANCH NATIONAL HISTORIC SITE

Park Name: Grant-Kohrs Ranch National Historic Site

Date when park created: 1972

State and counties: Montana, Powell County

The Utah Northern Railroad completed tracks through ranch ca. 1879, acquired by the Northern Pacific in 1888, becoming the Burlington Northern, then Montana Western Railroad, and now the Burlington Northern - Santa Fe Railroad.

The Chicago, Milwaukee, St. Paul and Pacific Railroad (known more informally as the Milwaukee Road) declared bankruptcy in 1982, and most of tracks were removed in 1983. However, Grant-Kohrs Ranch purchased right of way to preserve the tracks in the park.

Comments: Conrad Kohrs negotiated the route of the Northern Pacific so as to be advantageous to his business concerns, and by 1883 the cattle drives from the home ranch came to a noisy end. Kohrs Landing, 7 miles north from the main ranch area, and now on private property, was his loading area for over 35,000 head, annually. The Landing has been converted into a public fishing access on the Clark Fork River.

In 1983 the park hosted the centennial celebration of the completion of the Northern Pacific's transcontinental line and some 7000 people visited the event. The Burlington Northern – Santa Fe line is still active (3-6 trains /24hours). The park has a number of restored cars and Milwaukee RR track that are used by enthusiasts during the parks major events.

RR remains in the park: Tracks from both railroads and some railroad cars.

National Register: Both the Northern Pacific and the Milwaukee Railroads are contributing resources to the Grant-Kohrs Ranch National Historic Landmark designation

References:

National Landmark Nomination Form - 2002

Cultural Landscape Report, Part I - 2004

Source of Information: Chris Ford, Curator, Grant-Kohrs Ranch National Historic Site, Laura Rotegard, Superintendent, Grant-Kohrs.

Date: February 23, 2006

GREAT SMOKY MOUNTAINS NATIONAL PARK

Park Name: Great Smoky Mountains National Park

Date when Park Created: Congress established in 1934, park dedicated in 1940

State and Counties: Sevier, Blount, and Cocke Counties, Tennessee and Haywood, Swain, and Graham Counties, North Carolina

RRs that went TO the Park and dates:

Appalachian Railway Company - [1906-1935 (1918 onto park lands)] common carrier; mainly lumber, upper reaches owned by Ravensford Lumber Co.; connection w/ Southern Railway at Ela, North Carolina.

Tennessee and North Carolina RR (1902-1918), Newport, Tn. to Waterville, Tn. with spur line up Big Creek to lumber mill and Crestmont and up to 15 miles of track beyond; provided access to first stand of virgin timber to be logged out by large logging company.

Southern Railway (1891-1943); main line for numerous lumber operations along the Little Tennessee and Tuckaseegee watersheds; common carrier; was originally known as the “Murphy Branch of the Western North Carolina Railroad” (1855-1891) however line never reached west of Asheville prior to 1884.; connected with the “Georgia and North Carolina Railroad” in Murphy, NC (1888); was inundated by the construction and subsequent flooding of Fontana Dam in 1943.

Ocunalufty Railway (1918 – 1930’s), provided access to the timber holdings of the Champion Fiber Company on the upper Ocunalufty River Drainage Basin and the lumber town of Smokemont, NC.

Pigeon River Railroad / Smoky Mountain Railway (1919-1929), common carrier; ran from Sevierville, Tn. to McCookville, Tn. along the present Gatlinburg Spur Road; was an extension of and an affiliate of the “Knoxville, Sevierville, and Eastern Railroad” (1908-1921), ownership transferred to “Knoxville and Carolina Railroad” (1921-1926), section was leased to “Tennessee and North Carolina Railroad” (1927-1929).

Little River Railroad Company (1908-1938), common carrier; provided access to lumber holdings within the present park boundaries along the Little River drainage basin, current park roads utilize the grade; lumber trade and marketed and provided an open observation car at the back of train to accommodate tourist traffic to the resort town of Elkmont in the GRSM.

Ritter Lumber Company Railway (1909-1928), common carrier; provided access to timber holdings on the Hazel Creek watershed, the lumber mill at Proctor, NC and ten miles in total to Medlin, NC; approximately 20 miles of grade with numerous spurs were

constructed; connection with the Southern Railway was severed with the construction and subsequent flooding of Fontana Dam in 1943

Norwood Lumber Company Railway (1906-1928), provided access to timber holdings up Noland and Forney Creeks; built ten miles of railway extending up Forney Creek to an inclined railway just below Clingman's Dome; connection with the Southern Railway was severed with the construction and subsequent flooding of Fontana Dam in 1943; the town of Forney where the band mill once stood was also inundated.

Montvale Lumber Company Railway (1904 -1933), provided access to timber holdings on the Eagle Creek watershed; fourteen miles of narrow gauge and 7 spur lines – totaling about 28 miles in track length; the rail line was leased to the Fontana Mine after lumbering operations ceased; connection with the Southern Railway was severed with the construction and subsequent flooding of Fontana Dam in 1943.

Kitchen Lumber Company Railway (1921-1926), built four miles of standard gauge from the lumber town of Kitchensville, NC to the junction with the Southern Railway at Fontana; railroads were also constructed into the timber holdings at Twenty-Mile.

Suncrest Lumber Company (1925-1931), provided access to timber holdings in the Cataloochee basin.

Whiting Lumber Company Railway (1906-1928), provided access to timber holdings along Panther, Fox Branch, Welch Cove drainages; connection with the Southern Railway was severed with the construction and subsequent flooding of Fontana Dam in 1943; the town of Judson where the band mill once stood was also inundated.

Comments: Readers should note that this information is cursory and is a starting point for future research as an exhaustive search of company records was not employed in presenting what is included above. Dates for the railways are approximations based on the best available information at the time and some information is probably lacking.

Condemnation hearings over private land holdings within the administrative boundaries of the park dragged on for years after the Great Smoky Mountains National Park was dedicated and some rail lines remained in place until well after the park was established. All these companies had extensive land holdings in what was to become the Great Smoky Mountains National Park.

Railroad Remains in the Park: Today many of the old narrow gauge rail lines are enjoyed by visitors. They provide vehicular access for the 10 million people who visit the park annually, as well as, provide beautiful trails in the backcountry. These railroads are still considered to be marvels of engineering, including beautifully engineered switchbacks, incline rail lines that reached to within a mile of the Appalachian Trail on the crest of the Smokies, and even one swinging bridge over the Little River. Others

provided and still provide access to the beautiful views and the cool waters of the Smokies.

References:

Harshaw, Lou., 1977, "*Trains, Trestles, and Tunnels: Railroads of the Southern Appalachians.*" Asheville Chapter of the National Railway Historical Society. Asheville, NC.

Lambert, Robert S., 1958, "*Logging in the Great Smoky Mountains National Park.*" Report to the Superintendent. On file GRSM Park Archives.

Schmidt, Ronald G. and William S. Hooks, 1994, "*Whistle Over the Mountain: Timber, Track, and Trails in the Tennessee Smokies.*" Graphicom Press. Yellow Springs, OH.

Sulzer, Elmer G., 1975, "*Ghost Railroads of Tennessee.*" Indiana University Press. Bloomington, IN.

Webb, Paul A., 2003, "*Cultural Resource Existing Conditions Report, North Shore Road Environmental Impact Statement, Swain and Graham Counties, North Carolina.*" On file GRSM Park Archives.

Source of Information: Erik Kreusch, Archaeologist, Great Smoky Mountains National Park, 107 Park Headquarters Road, Gatlinburg, TN 37738

Date: February 10, 2005

HOT SPRINGS NATIONAL PARK

Park Name: Hot Springs National Park

Date when Park Created: Oldest area in the NPS system established as a Reservation April 20, 1832, and a National Park March 4, 1921.

State and Counties: Arkansas, Garland

The 25 mile long narrow gauge Hot Springs Railroad, better known as the “Diamond Joe Line” was completed in 1875 from the town of Malvern to Hot Springs. Prior to the railroad, visitors reached the springs by stage coach over a dirt road from Malvern. The line joined the standard gauge St. Louis, Iron Mountain & Southern at Malvern where passengers and freight were transferred to the narrow gauge line. The trip from Malvern to Hot Springs took one hour and costs \$2.50, later reduced to \$1.10. The road made money as it carried both passengers and freight; the railroad was largely responsible for the growth of Hot Springs. The narrow gauge changed to standard gauge in 1889 which allowed travel directly to Hot Springs without a change in cars. The SLIM&S published booklets in 1877 promoting Hot Springs. Such publications were important to the development of the National Park system.

Comments:

The first railroad in Arkansas was the Memphis & Little Rock Railroad with rights to construct a line from Memphis to Little Rock in 1853. Reorganization in 1897 resulted in the formation of the Little Rock, Hot Springs & Western (aka the “Hot Western”) The Choctaw, Oklahoma & Gulf Railroad Company began as the Choctaw Coal and Railway Company in 1887 in Oklahoma City, and expanded into Arkansas and reached Benton and then Hot Springs by 1902. The CO&G purchased the Diamond Joe in 1902. In 1903 the St. Louis Iron Mountain & Southern connected with the Little Rock & Hot Springs Western from Benton to Hot Springs. The Memphis, Dallas & Gulf Railroad was built westward from Hot Springs in 1912. The line was absorbed by the Missouri Pacific Railroad in 1925. The Missouri Pacific connected at Benton with trains to Memphis and St. Louis. Passenger service on this railroad continued to 1964. The Missouri Pacific trains departed from the Valley Street Depot which is still in existence.

References: Scully, Francis J., 1966, *Hot Springs, Arkansas and Hot Springs National Park*. Hanson Company, Little Rock. For information on the Choctaw, Oklahoma & Gulf Railroad, see <http://www.scripophily.net/chocokandgul2.html>

Source of Information: William Butler, Rocky Mountain National Park.

Date: October 2005

INDIANA DUNES NATIONAL LAKESHORE

Park Name: Indiana Dunes National Lakeshore

Date Established: 1966

State and County: Indiana: Lake, Porter, and Laporte counties

Railroad running through the Park: Michigan Southern & Northern Indiana (later Lakeshore & Michigan Southern), and Michigan Central Railroads both established 1852; Chicago, Lake (South) Shore, & South Bend Railroad, established 1908.

Comments: Railroad lines run through park and are still used by Amtrak, Southshore Rail, and industrial trains.

References:

Schoon, Kenneth J., 2003, *Calumet Beginnings*. Indiana University Press, Bloomington.

Source of Information: Jay T. Sturdevant, MWAC Archeologist

Date: February 1, 2005

KLONDIKE GOLD RUSH NATIONAL HISTORICAL PARK

Park Name: Klondike Gold Rush National Historical Park

Date when Park Created: 1976

State and Counties: Skagway-Angoon-Yakutat Boughs, Alaska

RR that went through the Park and dates: White Pass & Yukon Route Railroad, 1898 to present.

Comments: The White Pass & Yukon Route Railroad is a narrow gauge railroad built at the end of the Klondike Gold Rush (1897-1898). Construction started in May 1898 in Skagway, Alaska and ended in Whitehorse, Yukon Territory in July 1900, a distance of approximately 110 miles. Construction took 2 years, 2 months, and 2 days. The railroad operated as a year round passenger and freight haul until 1982 when it shut down because of the closure of its largest customer, the Cyrus Anvil mine in the Yukon. The railroad restarted in 1987 as a passenger only, summer only tourist run. Trains currently run as far as Bennett in British Columbia. There is discussion of extending the run to Carcross in the Yukon in the near future. On its run to Bennett or to the Summit, trains run through the White Pass unit of the park. The park visitor center and headquarters is housed in the restored White Pass & Yukon Route Broadway Depot (1898) and General Office Building (1900).

Chappell's Comments: The corporate situation in the area is unique and practically no one understands it. I would not recommend using the term "White Pass & Yukon Route Railroad," which has no historical basis if the word "railroad" is included in caps. "White Pass & Yukon Route" is the proper name and also an umbrella name for what at one time included four railways, two river and lake steamboat companies, a bus line, an airline, a truck line, and container ships. Originally, the term White Pass & Yukon Route adopted in 1898 encompassed three railways: The Pacific & Arctic Railway & Navigation Company built (through contracts with the Pacific Contract Company) and owned track in Alaska Territory from Skaguay to the international border at White Pass, and probably all of the locomotives and cars, certainly it has always owned all of the passenger cars; The British Columbia Yukon Railway, Ltd., built and owned track from the international boundary at White Pass through the province of British Columbia to the provincial boundary along the edge of Lake Bennett; the British Mining, Trading and Transportation Company, Ltd., later reorganized as the British Yukon Railway, Ltd., built and owned track from the provincial boundary between British Columbia and the Yukon Territory to White Horse, Y.T., Canada. All of this was owned by a London, England, holding company called originally the White Pass & Yukon Railway, which however never owned rolling stock or operated trains except through these other companies. (It has since been succeeded by another company or companies. Don't have that data right at hand.)

To my knowledge, nothing has ever been lettered "White Pass & Yukon Railway" or "White Pass & Yukon Route Railway." It has always been simply White Pass & Yukon Route. The company then acquired and incorporated a river and lake steamship company known as the British Yukon Navigation Company to operate steamboats on the lakes and rivers in British Columbia and in the Yukon Territory, and another steamship company, the American Yukon Navigation Company, to operate steamboats on the lower Yukon River in Alaska Territory. These also were part of the White Pass & Yukon Route. (The bus line, container ships, etc., all came much later.) Oh yes, the fourth railway was a portage railway between Lake Tagish and Lake Atlin known under several different names: Atlin Southern Railway, Taku Central Railway, Taku Tramway, and it was a part of the WP&YR and used WP&YR locomotives and cars. It was dismantled long ago although its two known locomotives survive as historic, retired WP&YR locomotives. Of all of this, only a part of the Pacific & Arctic Railway & Navigation Company is within the park, plus of course the Skagway depot and General Offices. And, by the way, Skagway originally was spelled Skaguay.

RR remains in the Park:

The WP&YR runs from Skagway, Alaska to Whitehorse, Yukon Territory, Canada on the original narrow (three-foot) gauge. The tracks run for a total of 110.6 miles of which 20.4 miles lie within Alaska. The tracks are currently useable only up to Carcross, Yukon Territory. The tracks are within sight of the Skagway Unit of the park and pass through the White Pass Unit of the park. Between May 1898-February 1899 a minimum of 11 tent construction camps most of which included a siding were constructed between Skagway and the White Pass Summit. An archaeological survey of the White Pass Unit within the next few years should determine the exact number of WP&YR construction camps and other railroad structures still exist within the unit. The railroad was upgraded extensively in the late 1960s and is maintained to this day (Skagway to Carcross) so the original rails, tracks, bridges etc., have been replaced and strengthen several times over but the right-of-way is original with the exception of a few miles near Skagway that was realigned in 1938. The only known historic structures connected with the railroad and located near or within the White Pass Unit include the 15 mile-tunnel (still used) and the old 18A Bridge (unused but standing).

In the Skagway Unit there is the WP&YR Broadway Depot (1898). A two and one-half story building with an irregularly shaped hipped roof and horizontal tongue-in-groove siding. The second story has bay window on the west facade. This building was built during the fall of 1898 with construction starting possibly as early as July 1898. The building was opened for business in early December 1898. The railroad vacated this building in 1969 after constructing a one-story metal sided Depot near by. The National Park Foundation acquired the building from the railroad in 1971. The NPS purchased the building from the NPF in November 1976. It was restored by the NPS in 1979-1984 to its 1908-1915 period of significance. The building is currently the park headquarters and visitor center and is located on southeast corner of Second Avenue and Broadway.

Also in the Skagway Unit and immediately adjacent to the Depot is the WP&YR Administration Building, (1900). A two-story, platform framed, flat roof, drop and vertical board siding building with a Greek Revival facade on the north elevation with embossed tin work, display windows and recessed doors. Building is connected to the Depot originally by a short bridge. Construction on this building started in the spring of 1900, possibly as early as late March 1900. The building was opened for business in mid-May 1900. The railroad vacated the building in 1969 for the new Depot near by. The National Park Foundation acquired the building from the railroad in 1971. The NPS purchased the building from the NPF in 1976. It was restored by the NPS in 1979-1984 to its 1908-1915 period of significance. The building is currently the park headquarters and visitor center and locate along the south side of Second Avenue, near Broadway.

In addition, there are several pieces of WP&YR historic operating stock that pass through or by the Skagway and White Pass units of the park on a regular basis:

Rotary #1: Built for WP&YR by the Cooke Locomotive and Machinery Company of Paterson, NJ in 1899. It was retired in 1963 and put on display at Bennett, BC until 1990. It was restored to operating condition in 1995 – 1996 and last operated in 4/2001. It is the only rotary snowplow to operate in the 1800s, the 1900s, and the 2000s. It is on display just south of the WP&YR Broadway Depot and Administration Building.

Steam Locomotive #69 (2-8-0): Built for WP&YR by the Baldwin Locomotive Works, Philadelphia, PA in April 1908. It was in the Skagway roundhouse fire in 2/1932; converted to oil 1951; received steel cab from #66 in 1953(?); retired 1954; sold to Black Hills Central RR as #69, nicknamed "Klondike Casey" in 1956; sold to Nebraska Central as #69 in 1973; sold to Stuhr Museum as #69 in 1976; reacquired by WP&YR 2001; stored in CO in 2001; repaired in WI; returned to WP&YR in 2005. Currently operating on the line.

Steam Locomotive #73 (2-8-2): Built for WP&YR by the Baldwin Locomotive Works, Philadelphia, PA in May 1947. Last narrow gauge steam engine built for use in USA, delivered without tender; built as oil burner but burned coal until 1951; retired 6/1964 and put on display at Bennett, BC 1968-1979; restored in 1982 and currently operating on the line.

In addition there are two WP&YR steam locomotives (#52 and #195) on display in Skagway. Several WP&YR steam locomotives are currently being used as rip rap along the Skagway River. There are also a number of diesel locomotives operating on the line. Numerous WP&YR parlor cars and other pieces of rolling stock are located in Skagway, most of which are used on the line. Numerous WP&YR box cars are located throughout town and used as storage sheds.

National Register: Skagway and White Pass District National Historic Landmark (designated June 13, 1962). Listed on the National Register (designated October 15, 1966). International Historic Civil Engineering Landmark (designated September 10, 1994). Part of Klondike Gold Rush International Historical Park (designated August 5, 1998).

RRs planned to go to the Park - but not built: There are several of these quasi railroads that were proposed and in some cases partially built that ran through the park and might be of some interest. The first four of these "railroads" ran through the park's Chilkoot Trail Unit, the last ran through the Skagway Unit and would have gone through the White Pass Unit had it been completed.

Alaska Railroad & Transportation Company (AR&T): One of three aerial tramways constructed on the Chilkoot Trail during the winter of 1897-1898. Although the aerial tram portion of the operation (powered by a gasoline engine) was completed, the railroad portion, supposedly to run from Dyea to Long Hill (where the tram powerhouse once stood - a distance of approximately 14-miles) never saw the light of day. The AR&T tram opened sometime after mid-April 1898 and probably shut down sometime after the summer of 1898. In late June 1899 the WP&YR Company purchased this Company and dismantled the line between February and early March 1900.

Dyea-Klondike Transportation Company (DKT): This was the smallest of the three aerial tramways constructed on the Chilkoot Trail during the winter of 1897-1898. A "narrow gauge tram road with cars like those used in the mines" was proposed to connect Dyea with the Company's aerial tramway engine house but it was never built. The distance from Dyea to the Scales (where the tram engine house once stood) is approximately 16-miles. The aerial tramway was powered by electricity generated by a steam power plant located at Canyon City. The electricity was transferred by power poles seven miles to the Company's engine house. The first aerial tramway to actually open in mid-March 1898, the DKT line was supposedly the only tramway in the world operated by electricity. It lasted for approximately 5 months before it shut down. In late June 1899 the WP&YR Company purchased this Company and removal of the equipment began in the fall of 1899. A former DKT employee, still held a mortgage on the system so WP&YR was prevented from removing all of the Company's equipment and some of the items that were spared remain along the trail today such as the large stationary boiler in Canyon City.

Chilkoot Railroad & Transport Company (CR&T): This was the largest of the three aerial tramways constructed on the Chilkoot Trail during the winter of 1897-1898. This steam powered aerial tramway ran from Canyon City to Stone Crib a distance of some 9 miles. It was constructed in two loops powered by two separate steam power plants, one in Canyon City and the other in Sheep Camp. The railroad portion of the line was suppose to run from Dyea to Canyon City, a distance of around 8 miles, but was never completed. Photographic evidence indicates that a wooden rail and track running down

the center of a portion of Broadway in Dyea was under construction during this period and was probably associated with this Company but the track never got beyond Dyea. Instead a wagon road was built between Dyea and Canyon City. The CR&T started operating on May 24, 1898. There was a major upgrade to the system during the winter of 1898-1899. In late June 1899 the WP&YR Company purchased this Company, and all operations stopped. The line was dismantled between January and April 1900.

Dyea & Chilkoot Railroad Company (Also known as the Lynn Canal Shore (or Short) Line Railroad): When the WP&YR reached the summit of White Pass in February 1899 and then went on to purchase the three Chilkoot Trail aerial tramways in late June 1899 and dismantle them during the winter of 1899 / 1900, the remaining merchants of Dyea realized that the Chilkoot Trail and their town was doomed unless they could find some way to compete with the railroad. Therefore they tried to promote the idea of a railroad running from Dyea over the Chilkoot Pass to Whitehorse, Yukon Territory, Canada, to compete directly with the WP&YR. The key construction hurdle was building a 3,800 foot long tunnel through the Coast Mountains near the Scales and Golden Stairs portion of the Chilkoot Trail. Archeological evidence as well as newspaper articles indicate that construction on the Chilkoot Tunnel actually was started but the venture never went very far. An historic photograph shows interested parties standing beside a portion of Dyea's Long Wharf that had been cut down and had ties laid across the pilings. The caption on the photograph indicated that this was part of the Lynn Canal Shore Line Railroad. These ventures never succeeded in going much beyond the speculation stage.

Skagway & Lake Bennett Tramway Company: This Company was formed for the purpose of constructing a horse drawn surface tramway from Skagway through the White Pass to Lake Bennett. The cars were to be 5-feet wide and 8-feet long and capable of carrying 3-tons maximum load using one horse on a level grade and three horses on heavier grades. Construction actually commenced in October 1897 and there are several historic photographs of parts of the line with wooden track laid out. The Company ran out of funds and was dormant when the WP&YR bought the line in May 1898 and used parts of the grade for their track.

References: Minter, Roy, 1987, "The White Pass: Gateway to the Klondike". Fairbanks, AK: University of Alaska Press. Chappell recommends Gordon Bennett's history of transportation in the Yukon Territory, a book published by Parks Canada.

Source of Information: Gordon Chappell, National Park Service, Oakland; Karl Gurcke, Historian, Klondike Gold Rush National Historical Park, Klondike Gold Rush National Historical Park, P. O. Box 517, Skagway, AK 99840

Date: November 2006

MOJAVE NATIONAL PRESERVE

Park Name: Mojave National Preserve

Date when Park Created: 1994

State and Counties: California, San Bernardino County

RRs that went through the Park and dates: Atchison Topeka & Santa Fe 1883-present; Union Pacific 1905-present, Tonopah and Tidewater 1907-1940; Nevada Southern (California Eastern) 1893-1923; Barnwell & Searchlight 1907-1923.

Comments: In 1883, the Southern Pacific (now Burlington Northern/Santa Fe) connected the Mojave from the area of Barstow to Needles, CA. In 1905, the Los Angeles, Salt Lake, and San Pedro Railway (now Union Pacific) was built diagonally across the East Mojave Desert, from Los Angeles to Salt Lake City; Union Pacific still has active lines inside the preserve. From 1906 - 1940 the Tonopah & Tidewater Railway passed by Soda Springs, not far from Baker.

The Nevada Southern and Tonopah & Tidewater Railroads also had shortlines through what is now Mojave National Preserve. A subsidiary of the Atchison, Topeka, & Santa Fe Railway, the Barnwell and Searchlight Company, was in operation inside the park in 1909. There were numerous short spurs built in the late 1880s to early 1920s inside what is now the preserve to serve miners, ranchers, and homesteaders; most were abandoned less than 20 years after they were built when mines closed or desert conditions turned unfavorable.

The Union Pacific built the Kelso Depot in 1924 in Kelso, CA, and it has been restored and will open in 2005 as the Mojave Preserve information center and museum.

Chappell's Comments: The corporate history of the line which runs along a portion of the southern boundary of the park between Fenner and a point about 4 1/2 miles east of Goffs is rather complex. That line was built eastward from Mojave and Waterman's (Barstow) c. 1882-1883 by the Southern Pacific Railroad, to Needles. Several years later (c. 1884-1886) in a complex corporate deal the line from Mojave to Needles was traded to the Atlantic & Pacific Railroad, Western Division, a subsidiary of the Atchison, Topeka & Santa Fe Railroad. The Atlantic & Pacific Railroad, Western Division, went into bankruptcy in the mid-1890s and emerged about 1897 with the new name Santa Fe Pacific Railroad, but in 1902 that name disappeared when it was absorbed into the Atchison, Topeka & Santa Fe Railway as a part of that line's Coast Lines. Then in about 1996 merger, it became a part of the Burlington Northern & Santa Fe Railway.

Also, the San Pedro, Los Angeles & Salt Lake Railroad (not Railway) was renamed in 1916 to simply the Los Angeles & Salt Lake Railroad, a name it technically retained until 1988. It was always half owned by the Union Pacific, but c. 1921 it became a wholly-owned subsidiary of the Union Pacific Railroad and was absorbed into that system in 1988.

References: Myrick, D. F., 1963, *Railroads of Nevada and Eastern California: Volume II: The Southern Roads*. 3rd ed II. Two vols. University of Nevada Press, Reno.

Source of Information: David R Nichols, Archaeologist and Christina Burns, Interpreter, Mojave National Preserve; Gordon Chappell, NPS Regional Historian, Oakland.

Date: February 1, 2005; July 2005

MAMMOTH CAVE NATIONAL PARK

Park Name: Mammoth Cave National Park

Date when Park Created: Legislation passed by Congress and signed by President Coolidge on May 25, 1926; Officially became a National Park on July 1, 1941

State and Counties: Edmonson, Hart and Barren Counties in Kentucky

RRs that went to the Park and dates: Mammoth Cave Railroad, 1886 to 1931. This was technically, pre-park, but the destination was Mammoth Cave.

Comments: The Mammoth Cave Railroad brought visitors to Mammoth Cave from Glasgow Junction, Kentucky (now known as Park City) and served the commerce of local businesses and citizens from 1886 to 1931. The railroad served the primary purposed of transporting tourists to and from Mammoth Cave during this period. The railroad was an 8.7 mile spur of the mainline Louisville and Nashville (L&N) Railroad. One of the original Baldwin 0-4-2T "Dummy" steam locomotives and one of the original Combine Coaches is on display near the park's visitor center and the Mammoth Cave Hotel. The term "Dummy" refers to the engine being shrouded by a compartment and the lack of a blast pipe. These types of engines were used on city railways, and in fact, four of the five steam engines which ran on the railroad were originally obtained from Memphis and Nashville, Tennessee (2 from each).

RR remains in the Park: Much of the 8.7 mile of railroad berm is intact. A hike/bike trail is being routed on top of the existing berm from present day Park City, Kentucky to park headquarters.

National Register: Engine #4 and the Combine Coach is listed on the National Register of Historic Places. Reconsideration of the NRHP eligibility of the railroad berm will occur in the near future.

References: Several articles have been written. The book, *Ghost Railroads of Kentucky* by Elmer G. Sulzer, has a chapter on the Mammoth Cave Railroad and is the most frequently cited published source.

Source of Information: Bob Ward, Cultural Resource Specialist, Mammoth Cave National Park.

Date: March 21, 2005

MONOCACY NATIONAL BATTLEFIELD

Park Name: Monocacy National Battlefield

Date when Park Created: 1934

State and Counties: Frederick County, Maryland

RRs that went TO the Park and dates: "Monocacy Junction" - Baltimore and Ohio Railroad (now CSX) main line and Frederick spur line; completed 1831.

Comments: The presence of the B & O railroad and the railroad bridge over the Monocacy River at Monocacy Junction were key strategic targets for both Union and Confederate forces. The Union's desire to protect the junction area ultimately led to the Battle of Monocacy, fought on July 9, 1864.

References: Monocacy National Battlefield Cultural Landscape Inventory, Monocacy National Battlefield Cultural Resources Study (Reed 1999)

Source of Information: Joy Beasley, Archeologist, Cultural Resources Program Manager, Monocacy National Battlefield, 4801 Urbana Pike, Frederick, MD 21704

Date: February 2005

NORTH CASCADES NATIONAL PARK SERVICE COMPLEX

Park Name: North Cascades National Park Service Complex

Date when Park Created: October, 1968

State and Counties: Washington: Whatcom, Skagit, and Chelan Counties

RRs that went to the Park and dates: The City of Seattle's Skagit River Railway and associated logging spurs, 1919 to 1954. The railroad's presence preceded the creation of the park. The railroad was built on Federal Land (USFS) and, upon creation of the park, was located on lands of the Ross Lake National Recreation Area as part of the North Cascades National Park Service Complex.

RRs planned to go to the Park - but not built: Numerous mining railroads that were described on mining prospectus' but not built. A notable example on the west side of the park is railroad mining access to the Thunder Creek Mining district described in 1908. the prospectus indicates: "Railroad transportation to our property is practically assured, the Skagit Power Company proposing to run a line up the Skagit River from Rockport, while the Thunder Creek Transportation & Smelting Company purpose (sic) to ... run lines to all properties of the district." (Prospectus of the Skagit Queen Consolidated Mining Company, September 20, 1908, on file at Marblemount Curation Facility, North Cascades National Park). On the east side of the park, in the 1890's, following the development of the Black Warrior and other mines in the lower Horseshoe Basin, the Lake Chelan Railroad and Navigation company, composed of investors from Omaha, Spokane, and Chelan, investigated the possibility of a short railroad running west from Stehekin at the head of Lake Chelan to the mines. In 1891 a local newspaper reported that a railroad would "undoubtedly" be built to Horseshoe Basin in the summer of 1892 (Chelan Falls Leader, September 10, 1891). No railroad was ever built, and it was not until 1943 that a rough "cat" road would reach the mines.

RRs planned to go through the Park, but not built: Perhaps the most significant proposed railroad was one that would cross the mountainous North Cascades and connect Seattle on the west with Spokane on the east. By 1891, James J. Hill's newly-formed Great Northern Railway Company purchased the Fairhaven and Southern line that had reached Sedro Woolley in 1889 and extended east up the Skagit River Valley to Rockport. Hill employed John. F. Stevens to survey a route across the North Cascades that would fulfill Hill's ambition to complete a railroad extending from St. Paul to Puget Sound. Stevens found no appropriate route through this region, and instead recommended a mountain pass south of the area, now named after him.

Comments: Begun in 1919, in conjunction with the Seattle City Light's Skagit river hydroelectric power project, the 31 mile Skagit River Railroad was built to move materials to Seattle's future hydroelectric dam sites on the upper Skagit River. The westernmost portion of the railroad ran from Rockport (the eastern terminus of the Great Northern Railroad) to the Seattle City Light town of Newhalem. Completed in 1927, the

eastern portion ran from Newhalem seven miles, over grades as great as four percent, crossing the Skagit River several times and often sharing several single-lane bridges with a gravel truck road bed before terminating in the Seattle City Light town of Diablo. The eastern portion was electrified and remained as an electric railroad until the end of operations.

The western portion was served from 1928 on by a Baldwin 2-6-2 (currently on static display in the town of Newhalem) and carried not only construction materials, but also logs from short spur logging railroads owned by the Jennings and Nestos or McNeill and O'Herne Logging companies, and public tours of the utility's facilities. The public tours were seen as a means to gain public support of the hydroelectric project. In addition to the Baldwin, the logging companies ran Climax engines and a 2-6-2 Porter. A number of gasoline powered passenger speeders were used and these railcars were locally referred to as "Toonerville Trolleys".

By 1953 Seattle City Light was preparing to complete an additional dam that would put much of the railroad under water unless it were to be rebuilt higher along the cliffs lining the Skagit River. Economic factors led to the decision to abandon the railroad and the last train ran in April, 1954.

References:

Thompson, Erwin, 1970, North Cascades N.P. Ross Lake N.R.A. & Lake Chelan N.R.A History Basic Data. Office of History and Historic architecture, Eastern Service Center. National Park Service. U.S. Department of the Interior.

Thompson, Dennis Blake, 1989, Logging Railroads in Skagit County. The First Comprehensive History of the Logging Railroads in Skagit County, Washington, USA. Seattle: Northwest Short Line.

Weiser, Andrea L. and Robert R. Mierendorf, 2001, A Cultural Resources Survey and Assessment, SR-20 Damnation Creek Bridge Replacement, Skagit County, Washington. Report submitted to the Washington State Department of Transportation by North Cascades National Park Service Complex, U.S. Department of Interior. Sedro-Woolley, Washington. Ms. On file North Cascades National Park, Marblemount Curation Facility.

Source of Information: Bob Mierendorf, Archeologist; Jesse Kennedy, Chief, Cultural Resources Branch, North Cascades NP.

Date: February 10, 2005

OCMULGEE NATIONAL MONUMENT

Park Name: Ocmulgee National Monument

Date when Park Created: 1936

State and Counties: Georgia, Bibb County

Comments: In 1843 the Central Railroad constructs a railroad line into Macon through the Ocmulgee Old Fields destroying a portion of the Lesser Temple Mound and the great prehistoric town. A locomotive "roundhouse" is located near the Funeral Mound.

In 1852 ex-President James K. Polk rides the Central Railroad through the mound area into Macon.

During the Civil War, Union General George Stoneman nears the city of Macon in July of 1864. Governor Brown, who is in Macon, calls for every able-bodied man to defend the city. A battery is stationed near the site of Fort Hawkins. Big guns are loaded on flatcars at the railroad ridge over the Ocmulgee River inside the boundary of what is now the Ocmulgee National Monument. General Stoneman destroys Griswoldville, continues to Macon and burns the railroad bridge over Walnut Creek on the Dunlap property.

A second huge cut for a railroad (still in use) was excavated in 1874 through the mound area and destroys a large portion of the Funeral Mound.

Reference: More information about the railroad is probably available from the Central of Georgia Railway Historical Society (www.cofg.org). The society maintains a roundhouse and shops, along with a museum in Savannah. Several engines and rolling stock were being restored during a visit by W. Butler in 1999.

Source of Information: Bennie Keel, SEAC Archeologist; Ocmulgee web site; William Butler, Rocky Mountain National Park.

Date: February 2005; August 2005

OLYMPIC NATIONAL PARK

Park Name: Olympic National Park

Date when Park Created: 1938

State and Counties: WA - Jefferson, Clallam, Grays Harbor, Mason

RRs that went to the Park and dates: Ozette Timber Company Logging RR, 1938-1954; Crescent Logging Company R.R. 1930's.

RR that went through the Park and dates: US Army Spruce Production Division 1919 The railroad was built to transport strategic WWI material (spruce) for the construction of airplanes. The railroad was built to transport strategic WWI material (Spruce) for the construction of airplanes. The railroad was completed as the war ended and never hauled material for the war effort. Later it operated as Lyon Hill Co, and then Port Angeles Western (Sol Duc Investment Company).

Source: Paul Gleeson, Olympic National Park

Date: March 18, 2005

OZARK NATIONAL SCENIC RIVERWAYS

Park Name: Ozark National Scenic Riverways

Date when Park Created: August 27, 1964

State and Counties: Missouri: Carter, Shannon, Dent, & Texas Counties

RR that went through the Park and dates: Current River Railroad, 1888-1941.

Comments: This railroad transported people to and from small towns and hauled sawn lumber out of the area.

Source of Information: James E. Price, Archeologist, Ozark NSR

Date: February 1, 2005

PETRIFIED FOREST NATIONAL PARK

Park Name: Petrified Forest National Park

Date when Park Created: 1906 as a National Monument; Painted Desert added in 1932. Both designated as Petrified Forest National Park in 1962.

State and Counties: Arizona, Apache and Navajo

RRs that went through the Park and dates: Atchison, Topeka, and Santa Fe

Comments: Atlantic and Pacific Railroad was chartered to building a line near the monument after the Civil War. The A&P became part of the Atchison, Topeka, and Santa Fe, and tracks were laid from Albuquerque to Holbrook, Arizona, and past the monument in the 1880s. Auto tours from several companies, including the Santa Fe, were available to the forest from the towns of Adamana or Billings. The railroad ceased stopping in these towns shortly after the monument became a park in 1962.

References: Maze, Terry E., 1999, "Petrified Wood and Railroads". In: *Cultural Resource Management* 22(10):29-31. Department of the Interior, National Park Service, Washington, D.C..

Source of Information: William Butler, Rocky Mountain National Park

Date: May 2005

ROCKY MOUNTAIN NATIONAL PARK

Park Name: Rocky Mountain National Park

Date when Park Created: 1915

State and Counties: Colorado: Boulder, Grand, Larimer

RRs planned to go to the Park - but not built: The Loveland & Estes Park Railroad (1904); Rocky Mountain Railway (1908).

RRs planned to go through the Park - but not built: Greeley, Salt Lake & Pacific Railway (1880); the Colorado & Grand River Railroad (1906), Rocky Mountain Railway (1907-1909).

Comments: Beginning in the 1880s, wagons and then automobiles brought tourists some 30 miles from the Colorado & Southern or Union Pacific railroad stations in Loveland or Fort Collins to the gateway community of Estes Park on the east side of the park. Further south, and closer to Denver, tourists could also reach Estes Park by taking the Denver, Utah & Pacific, and later the Chicago, Burlington & Quincy, as far as the towns of Longmont or Lyons where they were then taken to the park by wagon or automobile via what is now U.S. Highway 36. Just a little further south of Longmont and Lyons, the Denver, Boulder & Western Railroad – “the Switzerland Trail” – also provided access to the park from Boulder to the mining town of Ward, and then 15 miles to Estes Park by wagon and “motor coach” between 1898 and 1919. The west side of the park and the town of Grand Lake were remote and difficult to reach from the east until the early 1900s.

The Greeley, Salt Lake & Pacific Railway (a Union Pacific subsidiary) actually surveyed two railroad routes from the east to go through the park in 1880: one from Loveland and up the Big Thompson River, through Estes Park, up through Beaver Meadows, and then up the Fall River and over Fall River Pass (11,796 feet), and down through Milner Pass (10,758 ft on the Continental Divide), and on down to the town of Grand Lake on the west side of the park. The other proposed route began in Fort Collins and went up the Cache La Poudre River and over Milner Pass and on to Grand Lake. Neither railroad was ever built, and no reasons could be found in any of the literature (what little there is) about the railroad.

The Loveland and Estes Park Railroad actually began as a wagon/automobile road planned to go up the Big Thompson River from Loveland to Estes Park in 1906. The refusal of the Larimer County Commissioners to pay for cost-overruns incurred in grading the road resulted in the road builder owning the road and threatening to turn it into a railroad. The L&EP was incorporated, stock sold, and the right-of-way formally re-surveyed for the railroad. The Commissioners saw the writing on the wall and paid most of the bill and took possession of the road. I suspect the road builder took less money than he wanted as he knew that the automobile would ruin the railroad anyway. The

route up the Big Thompson is now U.S. Highway 34.

The Colorado & Grand River Railroad was incorporated in 1906 and some surveying was done between the west side towns of Granby and Grand Lake. A few sections of land in critical locations were patented south of Grand Lake, and to the north in Milner Pass, but the planned route northward from the pass is unknown. The articles of incorporation followed the provisions of the Railroad Act of 1875 (talk about a license to steal!) and claimed every possible source of revenue anywhere near the route. By 1911 the company was declared defunct by the State of Colorado for its failure to make progress.

The Denver, Northwestern & Pacific Railway – the “Moffat Road” – was constructed westward from Denver over Rollins Pass on the Continental Divide (well south of the park) to the town of Granby by 1906 where tourists were then taken by wagon or automobile to Grand Lake and the many resorts in the Kawuneeche Valley (now in the park).

The Rocky Mountain Railway was built in 1907 from Granby to the town of Monarch (just outside what is now the park) to bring lumber and finished wooden boxes to the Moffat mainline at Granby. The articles of incorporation were amended soon after the line to Monarch was completed to take the RMR through the park and over the Continental Divide to the towns of Loveland or Lyons on the plains. However, the line was graded only as far as the town of Grand Lake before the railroad ceased to operate in 1908 when the lumber and box mill in Monarch burned down.

Technically, all of these railroads could have been built, but none were probably for the pure economic reason of no revenue: the mines on either side of the park produced gold and silver of very poor quality and quantity and were closed by the 1870s on the west, and 1900 on the east; timber throughout the mountains could be easily hauled the short distances needed for local construction; the tourist season was short and limited to summer months; there was no time saving or financial advantage in shipping goods through the park from Denver or Cheyenne to Salt Lake City, or vice versa; and lastly, anticipated high maintenance costs in the winter.

RR remains in the Park: None. The L&EP grade from Loveland to Estes Park up the Big Thompson River is now US Highway 34 on the east side of the park. Portions of the grade of the RMR between the towns of Granby and Grand Lake is now US Highway 34 on the west side. Note that Highway 34 between Estes Park and Grand Lake over the Continental Divide is Trail Ridge Road that was constructed in 1929-1935; it was not part of any planned railroad.

References: Butler, William B., 2005, The Railroads of Rocky Mountain National Park. Draft manuscript on file, Rocky Mountain National Park.

Source of Information: William Butler, Park Archeologist, Rocky Mountain National Park. **Date:** February 1, 2005

SEQUOIA AND KINGS CANYON NATIONAL PARKS

Park Name: Sequoia and Kings Canyon National Parks

Date when park created: Sequoia National Park – 1890; General Grant National Park – 1890, abolished 1940; Kings Canyon National Park – 1940 (incorporated General Grant NP).

State and Counties: California: Sequoia NP is in Tulare County; Kings Canyon NP is in Tulare and Fresno Counties

RRs that went to the Parks: The San Joaquin Valley line of the Southern Pacific (now Union Pacific) was pushed through the area in the middle 1870s and provided access to the towns 50-80 miles from major park destinations, most importantly to Fresno and Tulare/Visalia. The "east side line" of the SP was constructed about 1888 and brought rail service to a string of towns 10-20 miles closer to the parks than the original line, including especially Sanger and Exeter. This rail line still exists and is now operating as the San Joaquin Valley Railroad. The San Francisco and San Joaquin, constructed in the late 1890s brought a second rail company to Fresno. This line was soon incorporated into the Santa Fe system, and today is a part of the Burlington Northern-Santa Fe system. It is also the route of Amtrak "San Joaquin" service that still provides passenger access to the region. In the 1910s, the Santa Fe also built an "east side line" that brought service to Exeter. This line is now gone. Finally, the Visalia Electric, an interurban service supported by the SP, constructed a line about 1908 from Exeter to Lemon Cove, and offered frequent service to that station, which became the portal for Sequoia NP. This passenger service was discontinued in the early 1920s once local automobile roads became reliable for all weather use.

Of a different nature, there were also logging railroads (narrow and standard gauge), operating in the forest areas adjoining General Grant NP from the late 1880s until the early 1920s. These operated under the names of Sanger Lumber Company, and Hume-Bennett Lumber Company. These lines never connected with common carriers outside the parks.

Chappell Comments: Although the evidence is circumstantial, not conclusive, Southern Pacific may have thrown key lobbying support behind the bill to establish Sequoia NP in 1890. Their motive was by no means pure. They wanted to lock up the redwood timber so it couldn't be logged because they feared it might compete with timber they hauled down from Oregon, and made quite a profit in hauling.

Railroads that went through the parks: No common carriers. A small construction railroad about 3-4 miles in length was built in Sequoia NP to support the construction of a hydro-electric canal along the Middle Fork of the Kaweah River. This temporary service was phased out as the canal was constructed along the same route.

Railroads planned to go to the parks but were not built: The Visalia Electric proposed an extension to the boundary of Sequoia NP at a place called Burdick's, but the route was never constructed.

Railroads planned to go through the parks but never built: A socialist community called the Kaweah Colony proposed constructing a logging railroad to from the San Joaquin Valley to Giant Forest in the 1880s. They later built a wagon road instead.

References: Hank Johnson, "They Felled the Redwoods" (logging history, including railroads); Phillips Krauke , "The Visalia Electric Railroad: SP's Orange Grove Route".

Source of Information: William Tweed, Sequoia National Park; Gordon Chappell, NPS Regional Historian, Oakland.

Date: March 2005

SHENANDOAH NATIONAL PARK

Park Name: Shenandoah National Park

Date when Park Created: December 26, 1935.

State and Counties: Virginia

Comments: A narrow gauge railroad bed located in Madison County, VA is best described in Tom Floyd's book, available through SNP. Floyd writes that the West Virginia Timber Company built five logging camps near Graves Mill, VA in 1922 (just outside the park). They constructed narrow gauge railroad tracks back into the hollows (in an effort to salvage the chestnut which was being killed by a blight). A narrow gauge track was built along the Rapidan River and continuing up the Staunton River and Garth Run, which are now in the Park. Floyd states that the logging ended around 1925, and the tracks were removed around 1928. The remains of the railroad bed were documented by archaeologist Carol Nash in 1999, and are now known as archaeological site 44MA0151.

The Cincinnati and Ohio Railroad is thought to be more significant as the line goes through a brick lined tunnel called the C&O (or Crozet) Tunnel that goes through the Blue Ridge Mountains linking Albemarle and Augusta counties. The tunnel was engineered by a Frenchman named Colonel Claude Crozet. Construction began around 1850. The tunnel was in use from 1858-1944, and was replaced by the larger Blue Ridge Tunnel which also goes under the border of SNP and the Blue Ridge Parkway. The C&O tunnel was an engineering marvel at the time as it was then the longest tunnel in the world (4,273 or 4,281 feet long depending on how it was measured); it is on the National Engineering Landmark registry. The website for the historic tunnel can be found at: <http://www.vtunderground.com/other/blueridge.htm>. The tunnel is located beneath Rockfish Gap, which is the border between Shenandoah National Park and the Blue Ridge Parkway. Both entrances to the tunnel are on private property, so it can not actually be accessed through a National Park.

References: Floyd, Tom, 1981, *Lost Trails And Forgotten People: The Story of Jones Mountain*. Potomac Appalachian Trail Club, Vienna, VA.

Source of Information: Ryan Kimberley, Archeologist, Shenandoah NP.

Date: February 1, 2005

STATUE OF LIBERTY NATIONAL MONUMENT

Park Name: Statue of Liberty National Monument

Date when Park Created: Proclaimed Oct. 15, 1924; transferred from War Dept. Aug. 10, 1933. Boundary change: Sept. 7, 1937. Ellis Island proclaimed May 11, 1965. Designated a World Heritage Site Oct. 31, 1984.

State and Counties: New York and New Jersey

RRs that went to the Park and dates: Central Railroad of New Jersey, 1889 (terminal built). Although it is not in park, and is located at Liberty State Park (Jersey City, NJ), it was used by immigrants at Ellis Island after 1892. “From 1892 through 1954, the CRRNJ Terminal stood with the Statue of Liberty and Ellis Island to unfold one of this nation’s most dramatic stories: the immigration of northern, southern and eastern Europeans, among others, into the United States. After being greeted by the Statue of Liberty and processed at Ellis Island, these immigrants purchased tickets and boarded trains at the Terminal that took them to their new homes throughout the United States. Learn more about the CRRNJ's history, visit the [Historic CRRNJ Train Terminal site.](#)”

Comments: For more information see the following web sites:

www.state.nj.us/dep/parksandforests/parks/liberty.html

www.state.nj.us/dep/parksandforests/parks/liberty_state_park/liberty_crrnj.html

References: see above

Source of Information: Rozanna Pfeiffer, Supervisory Park Ranger; Richard Holmes, Park Archeologist

Date: 2/9/05

STEAMTOWN NATIONAL HISTORIC SITE

Park Name: Steamtown National Historic Site

Date when Park Created: Oct. 30, 1986

State and Counties: Pennsylvania, Lackawanna County

RRs that went to or through the Park and dates: Delaware, Lackawanna & Western RR, 1851 to 1960. Merger with Erie Railroad creating the Erie-Lackawanna Railroad 1960 to 1976. Conrail 1976 to about 1984.

Comments: The DL&W RR was primarily an anthracite (hard coal) hauling railroad. Its main line ran from Buffalo, NY to Hoboken, NJ. The Scrantons created the railroad to haul iron products then anthracite coal, and later freight and passengers. The Erie-Lackawanna formed when both roads were encountering many problems. When Conrail was formed it picked up the freight service, and passenger service ended in Scranton, PA.

RR remains in the Park: Steamtown is the DL&W's Scranton Yard and includes a station, roundhouse, track, locomotives and rolling stock. Steamtown NHS also interprets several of the anthracite carrying railroads.

References: Taber, Thomas T., 1977, *The Delaware, Lackawanna and Western Railroad in the Nineteenth Century*, Privately Published, Muncy, PA. Taber, Thomas T. and Thomas T. Taber, III., 1980 and 1981, *The Delaware, Lackawanna and Western Railroad in the Twentieth Century*, 2 volumes, Privately Published, Muncy, PA,

Source of Information: Ella Rayburn, Curator, and Pat McKnight, Historian, Steamtown NHS

Date: February 1, 2005

SUNSET CRATER VOLCANO NATIONAL MONUMENT

Park Name: Sunset Crater Volcano National Monument

Date When Park Created: 1930

State and Counties: Arizona, Coconino

RRs that went to the park and dates: Arizona Lumber and Timber Company/Greenlaw North line 1916 and 1917.

Comments: Several logging companies were in operation during Flagstaff's formative years, but the Arizona Lumber and Timber Company (AL&T) owned and operated by the Riordan family conducted the majority of logging in and around Sunset Crater Volcano and Walnut Canyon National Monuments. By the end of the nineteenth century the AL&T negotiated rights to almost all of the timber owned near Flagstaff by the Atlantic and Pacific Railroad (868 alternating sections)(Stein 1993). In 1897 the AL&T purchased the Greenlaw Lumber Company located in the eastern part of Flagstaff (the mill had been in operation since 1886). The AL&T used the Greenlaw sawmill for cutting areas north, northeast and south of the mill (areas encompassing the monuments).

RR remains in the Park: railroad grade and associated trash

References:

Cline Platt, 1976, *They Came to the Mountain*. Northern Arizona University with Northland Publishing, Flagstaff.

Stein, Pat, 1993, *Logging Railroads of the Coconino and Kaibab National Forests; Supplemental Report to a National Register of Historic Places Multiple Property Documentation Form*. SWCA Archaeology Report No. 93-16. Contract No. 43-8167-2-0373.

Source of Information: Jeri DeYoung, Archeologist, Flagstaff Area National Monuments, 6400 N. Hwy 89, Flagstaff, AZ 86004

Date: March 21, 2005

WALNUT CANYON NATIONAL MONUMENT

Park Name: Walnut Canyon National Monument

Date When Park Created: 1915

State and Counties: Arizona, Coconino

RRs that went to the park and dates: Santa Fe Railroad 1897-1898; Arizona Lumber and Timber Company/ Greenlaw South line 1910s – 1920s.

RR that went through the park and dates: Arizona Lumber and Timber Company/ Greenlaw South line 1910s – 1920s.

Comments: In 1897-1898 the Santa Fe Railroad constructed the Walnut Canyon Dam (also known as the Santa Fe Dam) in Walnut Canyon to provide water for trains and rail maintenance stations along the AT&SF main rail line between Winslow and Flagstaff. A water pipeline was installed shortly after the dam was completed and the line to the dam was abandoned. The water pipeline was in use up to the 1960s. The dam was listed in the National Register of Historic Places in 1979.

RR remains in the Park: railroad grade, camp, associated trash, dam

National Register: Santa Fe Dam, 1979

References:

Cline Platt, 1976, *They Came to the Mountain*. Northern Arizona University with Northland Publishing, Flagstaff.

Stein, Pat, 1993, *Logging Railroads of the Coconino and Kaibab National Forests; Supplemental Report to a National Register of Historic Places Multiple Property Documentation Form*. SWCA Archaeology Report No. 93-16. Contract No. 43-8167-2-0373.

Source of Information: Jeri DeYoung, Archeologist, Flagstaff Area National Monuments, 6400 N. Hwy 89, Flagstaff, AZ 86004

Date: March 21, 2005

YELLOWSTONE NATIONAL PARK

Park Name: Yellowstone National Park

Date when Park Created: March 1, 1872

State and Counties: Wyoming-Montana-Idaho

RRs that went to the Park: North Entrance: Northern Pacific Railroad, 1883-1976;
West Entrance: Union Pacific Railroad, 1907-1960;
East Entrance: Chicago, Burlington, and Quincy Railroad, 1901-1956;
South Entrance: Chicago and North Western Railroad, 1907 to at least the 1930s;
"Northwest Entrance": Chicago, Milwaukee, St. Paul, and Pennsylvania Railroad, 1927-1961.

The Northern Pacific reached Cinnabar in 1883 (depot built in 1885) and to Gardiner on the boundary of the park in 1903. The Utah and Northern [narrow gauge] brought people to Beaver Canyon, Idaho as early as 1879 and these tracks made it to Dillon and Butte in 1880. From 1879-1907 many travelers came to the park via this western line and using out-of-park stagecoach companies such as the Bassett Brothers and Gilmer/Salisbury in 1898. The U&N line began to be served by the Monida and Yellowstone Stage Company, and thereafter its stagecoaches met passengers not only on the U&N but also on the Union Pacific wherever its terminus happened to be as it was built northward to the west entrance. From Beaver Canyon passengers went to the park by stage until 1908 when the Union Pacific extended its Oregon Shortline Railroad to west Yellowstone. The Burlington line also brought people to Cody, Wyoming where they came to the park by stage from 1901 when the east entrance road was completed.

RRs planned to go through the Park - but were not built: The Northern Pacific Railroad planned a route via Shoshone Lake and West Thumb (the Yellowstone / Lamar River Routes) in 1882. Those plans had been devised when the park was created (1872) and efforts to that end were active through the early 1900's. The park escaped the adverse impacts of numerous rail lines many times through narrowly defeated bills presented each year to both houses of Congress. Please refer to Haines (1977).

Comments: There were five railroads connected with Yellowstone National Park. The history is extremely complex and has not been well researched by historians. There are no exhaustive treatises on any of the five railroads although there are shorter pieces available on the Northern Pacific and the Union Pacific.

(1) The Northern Pacific Railroad became the Northern Pacific Railway when it was reorganized in the 1890s.

(2) The Chicago, Milwaukee & St. Paul Railway began service to Three Forks in 1926, and then to Gallatin Gateway in the following year. the service was cut back to three Forks after WW II, and by then the railroad had been reorganized as the Chicago,

Milwaukee, St. Paul & Pacific Railroad Company. They also offered service to West Yellowstone in conjunction with the UP, providing the passenger service from Chicago to Omaha after the UP stopped using the C&NW between Chicago and Omaha in 1955.

(3) The Chicago & Northwestern reached Lander in 1906, but did not really offer travel to YNP until 1922, when the road was barely passable. The service stopped about the mid-1930s. (South Entrance, of course).

(4) The Northern Pacific went to Red Lodge, Montana, starting bus service in 1937, through the late 1950s or so (I do not know that date).

(5) The NP also provided service from Bozeman starting in 1927, and also through the mid-1930s.

(6) The Union Pacific also offered service to the park through Victor starting in 1929 and ending in the 1960s.

(7) The UP passenger service to West Yellowstone ended in 1960, but they offered service from Ashton, then Idaho Falls, and finally Pocatello before discontinuing everything by 1971.

(8) The NP also ended passenger service to Gardiner in the late 1940s, and then ran out of Livingston until no later than 1971. The line was abandoned in 1976.

(9) Amtrak offered a connecting bus service from Livingston starting in 1971 and ending 1979 (I believe) when the train through Livingston was discontinued.

(10) The Oregon Short Line had articles of incorporation which discussed building a line to the park, and surveys were performed into the park by the Utah & Northern/OSL.

(11) There were several railroads proposed to be built in the park, mostly to Cooke City.

(12) The railroad to Cody was completed in 1901, but the road didn't open until 1903. The NP offered service in conjunction with the CB&Q to Cody from places such as Chicago.

(13) Thornton Waite has a long list of about 12 other railroads which considered building a line to the park (with references).

Chappell Comments: The Northern Pacific Railroad built a branch line which reached to the north entrance of Yellowstone, at Gardiner, Montana, built a beautiful, rustic stone and log depot there which I do not think has survived, and built Old Faithful Inn and perhaps other hostels within the park. I believe that branch line has been torn up for scrap. I don't have much data on that, but Yellowstone NP may have publications. Also,

a subsidiary of the Union Pacific (I believe it was a railroad called the Oregon Short Line, or perhaps a different railroad called the Oregon Short Line & Utah Northern, both of which were UP subsidiaries) built a line to West Yellowstone, with depot, restaurant, etc. I believe that line may have been torn up for scrap also. Neither railroad entered Yellowstone National Park. The Chicago, Burlington & Quincy Railroad operated a bus line I believe from Cody, Wyoming, to an eastern entrance to Yellowstone, but never built a railroad in the park's vicinity.

References: Short works by Alfred Runte (NPRR) and Thornton Waite (UPRR); Aubrey Haines, in his two volume *The Yellowstone Story A History of our First National Park* (1977). See also Susan Kraft, 1999, "Through 'the Greatest Gateway to the Greatest Park' – Dudes on the Rails to Yellowstone". In: *Cultural Resource Management* 22(10):18-20. Department of the Interior, National Park Service, Washington, D.C..

Source of Information: Lee Whittlesey, Park Historian, Thornton Waite, Historian, Elaine Hale, Archeologist, Yellowstone; Gordon Chappell, NPS Regional Historian, Oakland.

Date: February 1, 2005

YOSEMITE NATIONAL PARK

Park Name: Yosemite National Park

Date when Park Created: October 1, 1890

State and Counties: CA: Tuolumne, Mariposa, Madera

RRs that went to the Park and dates: The Yosemite Valley Railroad was completed from Merced in the Central Valley to the town of El Portal on the western edge of the park in 1907. The ca. 78 mile long line was in operation from 1907 until 1945. Although the line was designed to carry passengers to the park, it also realized income from freight by carrying logs, lumber, limestone and barium lead. Gordon Chappell notes that the Yosemite Valley Railroad had interchanges in Merced, California, with both the Southern Pacific and the Atchison, Topeka & Santa Fe Railway. After a bankruptcy, the name changed from Yosemite Valley Railroad to Yosemite Valley Railway in 1935. The most recent source on that company is Jack A. Burgess's *Trains to Yosemite*. It has an excellent signature of color photos of the Yosemite Valley Railroad in the 1940s by Al Rose. Another good source is the book by Hank Johnston on the *Railroads of Yosemite Valley*. See also Ferrell 2006.

The Hetch Hetchy Railroad was constructed between 1913 and 1918 to carry supplies and equipment for the construction of the Hetch Hetchy dam and reservoir in the northwest corner of the park. The 68 mile long line connected with the Sierra Railway (still in operation) outside the park at Hetch Hetchy Junction and then with the Southern Pacific in Oakdale. See Wurm 1990.

The Sierra Railway was constructed in the late 1880s to carry freight and passengers between Oakdale and Tuolumne City. Branch lines included routes to Angels Camp, Melones, and the Yosemite Short Line. See Deane 1960.

The Yosemite Short Line was planned to go from Quartz Junction near Jamestown from the Sierra Railway southward to the Park. A ten mile long line was also planned to go into the Hetch Hetchy Valley. The 30 inch line was incorporated in 1905 to service mines and lumbering in the area, and to carry tourists. Some 10 miles of line had been graded and some track had been laid along Sullivan Creek to just north of Jacksonville and the Tuolumne River by 1906. Two 0-4-0 oil-burning Porters were ordered along with several freight and passenger cars. The San Francisco earthquake of April 18, 1906 resulted in the loss of all financial backing and all work on the line ceased shortly thereafter. See Ferrell 2006 for a brief overview of the YSL along with some photographs. This article also briefly discusses the Empire City Line (1907-1913) which was constructed to the north of the park to serve several sawmills using equipment from the abandoned Yosemite Short Line (see Ferrell 2007).

Chappell Comments: A narrow gauge logging railroad reached all the way to the northern boundary of the park. It was begun as the Hetch Hetchy and Yosemite Valleys

Railway, I think in the 1890s or very early 1900s (1899 ?), and later became the railroad of the West Side Lumber Company, and for awhile may have operated briefly under the name Pickering Lumber Company. It ran from Tuolumne, California, across the Clavey River to the Cherry Valley, I think about 70 plus miles. There are several books on the West Side Lumber Company, its later name, the most recent by my friend Mallory Hope Ferrell. The earliest of its histories was *Last of the Three Foot Loggers*, by Allen Krieg. However, the first and original name of this line was Hetch Hetchy and Yosemite Valleys Railway (or maybe Railroad), with "Valleys" in the plural. It was not scrapped, dismantled, until after 1961, when last cleanup trains (which I photographed) operated over the line. I believe the last logging trains may have been in October 1959.

There was also a Yosemite Short Line Railway which had about 8.5 miles of track. I think it may be mentioned either in Wurm's book or in Dorothy Deane's history of the Sierra Railway. I think it may have been of an odd narrow gauge, not 36 inches. It didn't come very close to the park. It was northwest of the park.

Near El Portal, two logging railroads, one to the north, one to the south, connected with the Yosemite Valley Railroad, at different times. Both of them actually entered the present boundaries of Yosemite National Park and did logging there. See Hank Johnston's book. They were both operated by the Yosemite Lumber Company, later the Yosemite Sugar Pine Lumber Company. There was also a logging railroad just southwest of the park, which may have also been Yosemite Sugar Pine.

Butler Comment: Mallory Hope Ferrell's articles in the *Narrow Gauge and Short Line Gazette* provides a brief overview of the Yosemite Short Line and Empire City Railway. A map included with the article shows the location of all the railroads surrounding the park: Empire City Railway, Hetch Hetchy Railroad, Sierra Railway, Standard Lumber Company/Sugar Pine Railway, West Side Lumber Company, and Yosemite Short Line.

References:

Burgess, Jack A., 2005, *Trains of Yosemite*. Signature Press.

Deane, Dorothy, 1960, *The Sierra Railway*. Howell-North Books, Berkeley.

Ferrell, Mallory Hope, 1979, *West Side Narrow Gauge in the Sierra*. Pacific Fast Mail, Edmonds, Washington.

Ferrell, Mallory Hope, 2006, "Along the Narrow Gauge – Thirty-Inch Gauge Railroads: The Yosemite Short Line and the Empire City Railway". *Narrow Gauge and Short Line Gazette* November-December, 32(5):64-70.

Ferrell, Mallory Hope, 2007, "Along the Narrow Gauge – Thirty-Inch Gauge Railroads: An Empire City Railway Pictorial". *Narrow Gauge and Short Line Gazette*. January-February, 32(6):62-66.

Johnston, Hank, 1961, *Railroads of Yosemite Valley*. Los Angeles: Trans-Anglo Books.

Krieg, Alan, 1973, *Last of the Three Foot Loggers*. Golden West Books, San Marino.

Wurm, Ted, 1990, *Hetch Hetchy and Its Dam Railroad*. Trans Anglo Books. First published in 1973.

Source of Information: Gordon Chappell, National Park Service, Oakland; William Butler, Rocky Mountain National Park

Date: July 29, 2005; January 2007

Today, the National Park Foundation and the National Park Service celebrate the historic relationship between railroads and the National Park System. This tradition of generous and groundbreaking collaboration continues through The Union Pacific Foundation's critical support of Pullman National Monument, an iconic site in African American and labor history and the city's first national park. Although the nation's largest railroads are no longer known for helping passengers reach scenic destinations, they remain a vibrant and critical part of the American way of life, delivering the raw and majestic beauty of the American West. Glacier National Park is Montana's crown jewel. The whopping 1 million-acre park, which was named after the remains of glaciers from the last ice age, offers captivating mountainous scenery left and right. Tanzania's Serengeti National Park is the world-renowned home of the great migration. Every year, 2 million wildebeests and hundreds of thousands of zebras and gazelles cross the park in search of food and breeding grounds.