



U.S. Department of the Interior
Bureau of Land Management



Transcontinental Railroad Backcountry Byway

**JUNIOR
RANGER**

Salt Lake
Field Office

WHAT IS A JUNIOR RANGER?



A Junior Ranger is an explorer who protects and values public lands. An Explorer is someone that:

- Examines historical connections
- Promotes wise stewardship of our land and resources
- Learns about our heritage
- Observes the plants, animals, and surrounding landscapes
- Reveals observation and trail history to others
- Empowers themselves with knowledge
- Raises awareness about historical resources



The Bureau of Land Management's (BLM) Junior Ranger program helps introduce young explorers like you to the lands and resources that the BLM manages. This "Transcontinental Railroad Backcountry Byway Activity Book" focuses on cultural resources. The Transcontinental Railroad grade is on the National Register of Historic Places and is designated as an Area of Critical Environmental Concern. The BLM manages this area to protect its historical significance, habitat, and scenic beauty.

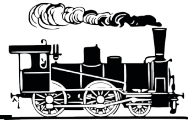
You can work through the activities on your own or invite a sibling, parent, or an adult you know to join you. However, you will need a licensed adult to drive for you. When you complete the activities, check them against the answer key online at BLM.gov. After you are done, say the Junior Ranger pledge printed on the last page and sign the certificate. You are on your way to exploring and protecting America's public lands!

Public Lands Belong To You!

The Bureau of Land Management (BLM) is a federal government agency that takes care of more than 245 million acres of land. Most of these lands are in the western part of the United States. These lands are America's public lands, and they belong to all Americans. These public lands are almost equal in area to all the land in the states of Texas and California put together.

The BLM manages public lands for many uses. The lands supply natural resources, such as coal, oil, natural gas, and other minerals. The lands provide habitats for plants and animals. People enjoy the big open spaces on the lands. The lands also contain evidence of our country's past, ranging from fossils to Native American artifacts and geologic features to ghost towns.

KNOW BEFORE YOU GO



Before you start on your exploration of the Transcontinental Railroad, there are a few things you need to know. Ask your parents or whomever is leading the trip to read this section with you.

Please be aware that the Transcontinental Backcountry Byway is almost 90 miles long. It begins west of the Golden Spike National Historic Site and ends near the town of Lucin, just south of Highway 30.



A two-wheel drive passenger car can easily drive most of the byway, but a high clearance vehicle that is not longer than 30 feet in length is best. The road is graded, however, may be impassible when wet. Please be attentive while driving. This byway is a two-way road, even though it is very narrow. Pass with caution in a safe place. Be aware of marked detours around dangerous trestles and culverts. Old railroad spikes sometimes surface and can easily cause flats. It is recommended to have at least one spare tire with you. There are no services or facilities available along the 90-mile stretch of road and cell service can be spotty. See the map on the next page for the closest services. The railroad grade is located in the West Desert of Utah, where temperatures can exceed 100 degrees in the summer and drop well below zero in the winter.

Contact the BLM Utah Salt Lake Field Office at 801-977-4300 with any questions. Dial 911 in case of emergency.

Junior Explorers always come prepared for their adventure. Do you have these items with you? Circle each item you have with you:

WATER

FOOD/SNACKS

SUNSCREEN

CLOSED-TOED SHOES

SPARE TIRE

FIRST AID KIT

FULL TANK OF FUEL

EXTRA CLOTHES FOR WEATHER

MAP (SEE NEXT PAGE)

TOILET PAPER/SHOVEL

CAMERA

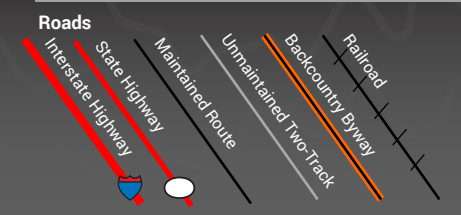


Transcontinental Railroad Backcountry Byway

Salt Lake Field Office

This map is geo-referenced on Avenza Maps

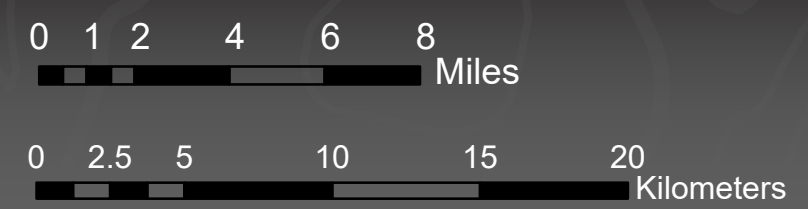
BLM Salt Lake Field Office
2370 Decker Lake Blvd, West Valley City, UT 84119
Phone: 801-977-4300



Land Manager					
	Bureau of Land Management (BLM)		US Fish and Wildlife		Indian Reservation
	State		Wildlife Reserve /Management Area		USFS Wilderness Area
	Private		Military Reservation		US Forest Service

Visitor Information					
	Gas Station		Point of Interest		Interpretive Site
	Information		Restroom		Town

Caution: Old railroad spikes sometimes surface on the road and may cause a flat tire. Be sure to have at least one spare tire with you. Stay on the road. Roads may be impassable when wet.



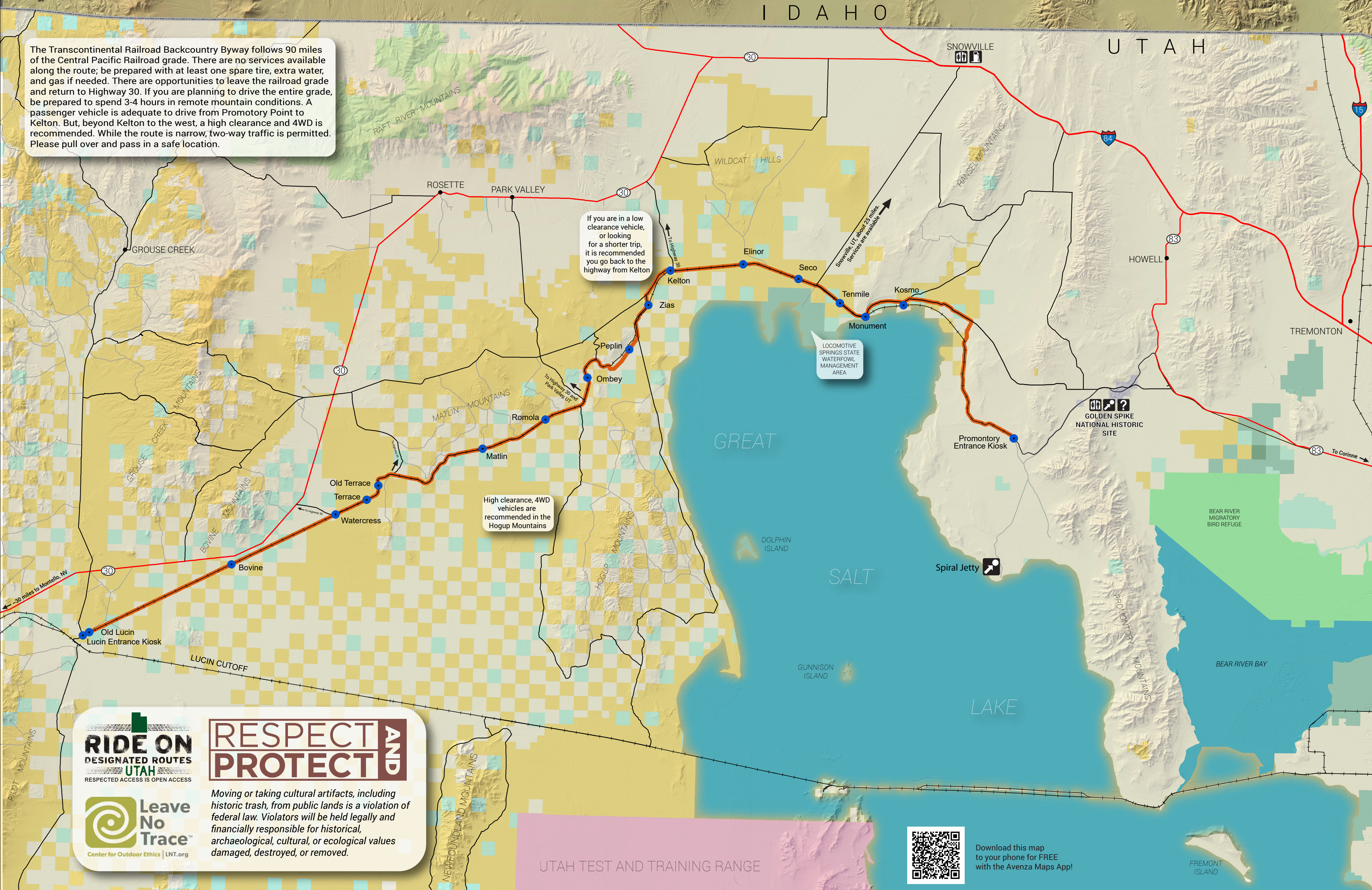
* DISCLAIMER: This information is provided as a courtesy only, no warranty, expressed or implied, is made as to the current validity of this information. Trail ratings are only intended to serve as general overviews of difficulty levels, and may vary from the trail ratings in other areas you are familiar with. Weather events can quickly alter trail conditions and increase difficulty levels, be prepared for changing conditions at all times. Unsecured, abandoned mines may be present near the trails for your safety, never enter abandoned mines. The BLM is not liable for any incidents arising from the use of the information presented here-each user is solely responsible for their own safety while enjoying their public lands. Produced December 2018.

The Transcontinental Railroad Backcountry Byway follows 90 miles of the Central Pacific Railroad grade. There are no services available along the route; be prepared with at least one spare tire, extra water, and gas if needed. There are opportunities to leave the railroad grade and return to Highway 30. If you are planning to drive the entire grade, be prepared to spend 3-4 hours in remote mountain conditions. A passenger vehicle is adequate to drive from Promotory Point to Kelton. But, beyond Kelton to the west, a high clearance and 4WD is recommended. While the route is narrow, two-way traffic is permitted. Please pull over and pass in a safe location.

If you are in a low clearance vehicle, or looking for a shorter trip, it is recommended you go back to the highway from Kelton

LOCOMOTIVE SPRINGS STATE WATERFOWL MANAGEMENT AREA

High clearance, 4WD vehicles are recommended in the Hogup Mountains



RIDE ON
DESIGNATED ROUTES
UTAH
RESPECTED ACCESS IS OPEN ACCESS

RESPECT AND PROTECT

Leave No Trace
Center for Outdoor Ethics | LNT.org

Moving or taking cultural artifacts, including historic trash, from public lands is a violation of federal law. Violators will be held legally and financially responsible for historical, archaeological, cultural, or ecological values damaged, destroyed, or removed.

UTAH TEST AND TRAINING RANGE



Download this map to your phone for FREE with the Avenza Maps App!

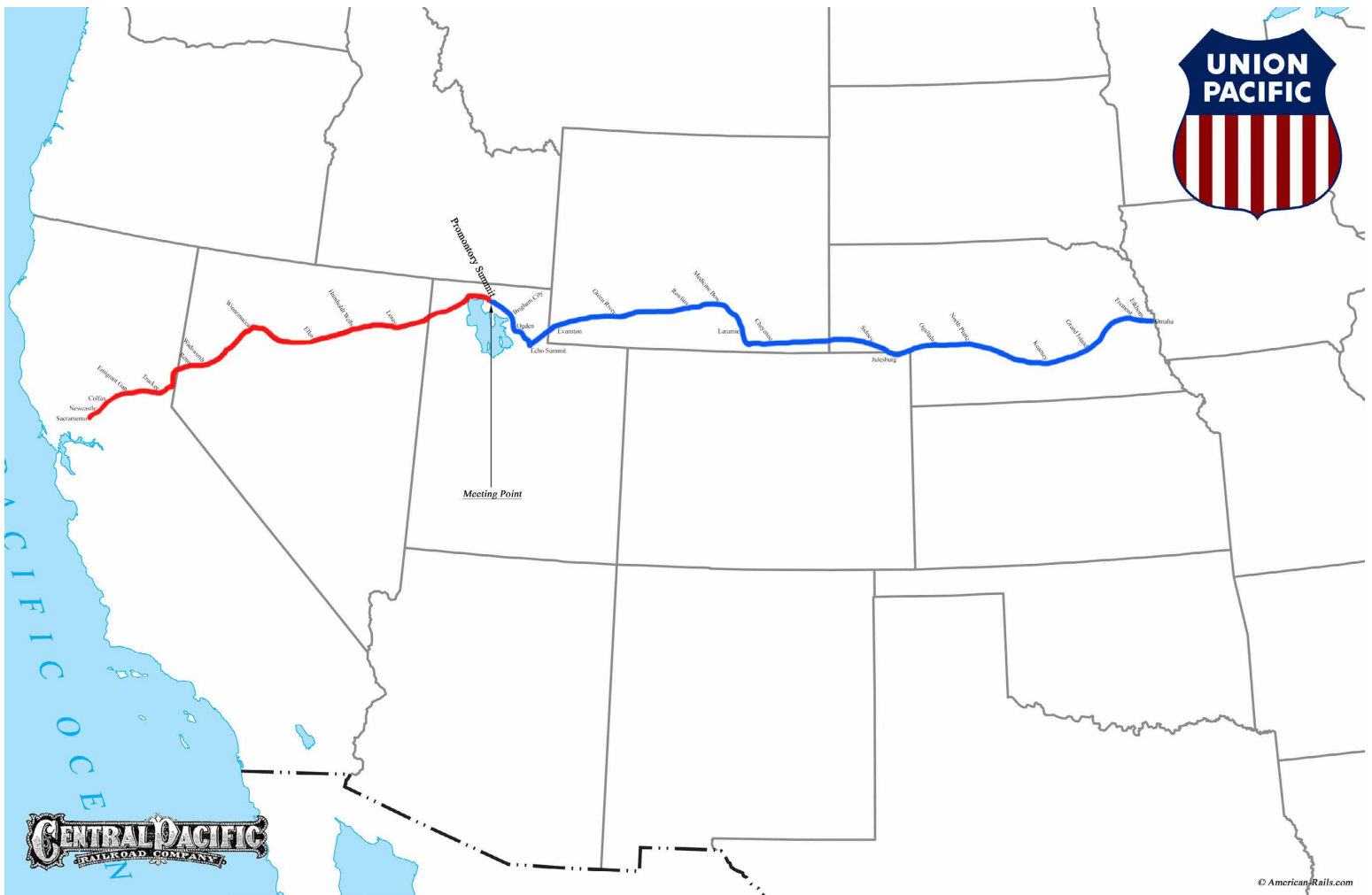


THE RAILROAD GRADE



Welcome to the Transcontinental Railroad Backcountry Byway. Today, this landscape looks very much the same as it did in 1869. In 1869, this landscape was home to the Transcontinental Railroad, which was an epic achievement for American history. The Transcontinental Railroad connected the eastern and western United States at a time when the country was recovering from civil war.

Two companies were hired to accomplish this great task: the Central Pacific Railroad and the Union Pacific Railroad. The Central Pacific Railroad began construction in 1863 in Sacramento, California and built east. The Union Pacific Railroad started in Omaha, Nebraska and built west. The two railroad tracks met at Promontory Point on May 10, 1869, thus completing the 1,776-mile railroad after six years of hard work. Today, Promontory Point is located within the Golden Spike National Historic Site, managed by the National Park Service.



**Draw an arrow on the map to show the direction the red company built the railroad.
Draw an arrow on the map to show the direction the blue company built the railroad.
Circle on the map where the two companies met.**

Circle which company was in red:

Union Pacific

Central Pacific

Circle which company was in blue:

Union Pacific

Central Pacific

PROMONTORY BRANCH



The backcountry byway you are exploring follows the final 90 miles built by the Central Pacific Railroad. It ran up to 10 trains per day until 1904 when a shorter route across the Great Salt Lake was built.

As you travel west from Golden Spike National Historic Site, look for two parallel grades. These railroad grades are the result of a competition between Union Pacific and Central Pacific. The two companies sent survey crews and grade construction workers ahead of the track layers. Competition for money led the two companies' graders to work side by side, which resulted in parallel grades between Monument Point and Ogden, Utah.

On April 28, 1869, the companies decided to have a contest to see who could lay the most track in one day. The Central Pacific Railroad crew won, laying 10 miles of track in a single day!

What you see today, are remnants of a legacy. As you drive the Transcontinental Railroad Backcountry Byway, look for the old railroad grade where the tracks were laid, wooden culverts and trestles that are still intact, and the historic stage coach town of Kelton where 700 people once lived.



ANSWER THIS!

How do you think the people in this photo felt when the railroad was completed?

BUILDING THE RAILROAD



As you leave Promontory Point, you will pass a few interpretive sites that do not have pull offs, please use caution if you chose to stop. The next site in this book is Monument, which is located several miles down the road. While you are driving to Monument, think about who built the railroad and how they were able to build it.

WORD SEARCH

X	Z	K	L	C	W	Q	L	O	J	O	V	G	C	I
P	I	C	K	A	X	E	S	D	Z	M	I	T	B	J
S	Z	I	F	O	P	H	A	N	C	W	T	R	T	J
J	V	C	U	T	O	O	C	V	R	S	R	A	L	J
H	S	D	N	V	R	S	E	S	R	O	H	I	Q	Z
W	H	E	E	L	B	A	R	R	O	W	E	N	U	U
P	G	L	I	P	S	M	C	H	U	X	H	T	S	V
S	J	A	S	T	I	P	O	K	P	M	E	R	L	U
R	R	I	G	N	S	R	I	L	L	S	Z	A	I	Q
E	S	J	L	F	O	S	O	K	Q	A	A	C	A	Z
R	B	I	U	O	Q	S	O	N	E	H	Y	K	R	L
O	F	M	M	J	I	X	A	R	A	S	G	E	E	Z
B	Q	O	B	V	S	F	F	M	C	I	I	E	R	D
A	S	R	E	T	N	E	P	R	A	C	T	L	Q	S
L	L	S	R	C	O	O	K	S	V	S	H	Q	G	F

WORD BANK:

CARPENTERS
COOKS
CROSSTIES
EXPLOSIVES
HORSES
IRON
LABORERS
LUMBER
MASON
PICK AXE
RAILROAD
RAILS
SHOVEL
SPIKES
STEEL
TRACK LAYERS
TRAIN TRACK
WHEELBARROW

WHO BUILT THE RAILROAD?

Unscamble the words to help you fill in the story on the next page.

1. OITRTNNEATNNALCS
2. NRTELAC
3. NCHESIE
4. RAIADLOR
5. DHNSA

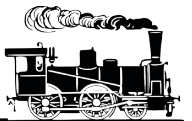
BUILDING THE RAILROAD



Use the words you unscrambled to help fill in the blanks:

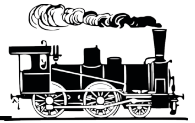
While many different people were needed to bring the _____(1) Railroad to life, nine out of ten men who built the _____(2) Pacific Railroad where _____(3). These workers were known for their reliability and strong work ethic. They built the _____(4) with nothing more than picks, shovels, explosives, and their _____(5). The Chinese workers lived in segregated quarters in the camps at Lucin and Terrace.

MONUMENT



You should now be at your next stop -- Monument. The site name comes from the prominent landform called Monument Rock. Draw Monument Rock below:

TEN-MILE



Stop at Ten-mile to stretch and read the interpretive panel. This section of the railroad was established in 1869. **Why was this section named Ten-mile?**



If you are done exploring for the day, you can make the next right to get back on Highway 30 to Snowville (about 25 miles). Snowville has gas and other services available. Your next opportunity to leave the backcountry byway is at Kelton.

SECO

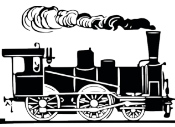


As you learned at Ten-mile, the townsite was moved to Seco in June of 1873. Seco was inhabited primarily by the Chinese, and many artifacts have been found left behind that tell us how they lived, answer the following questions:

What did the Chinese workers eat?

Did the Chinese live in segregated quarters or with everyone else?

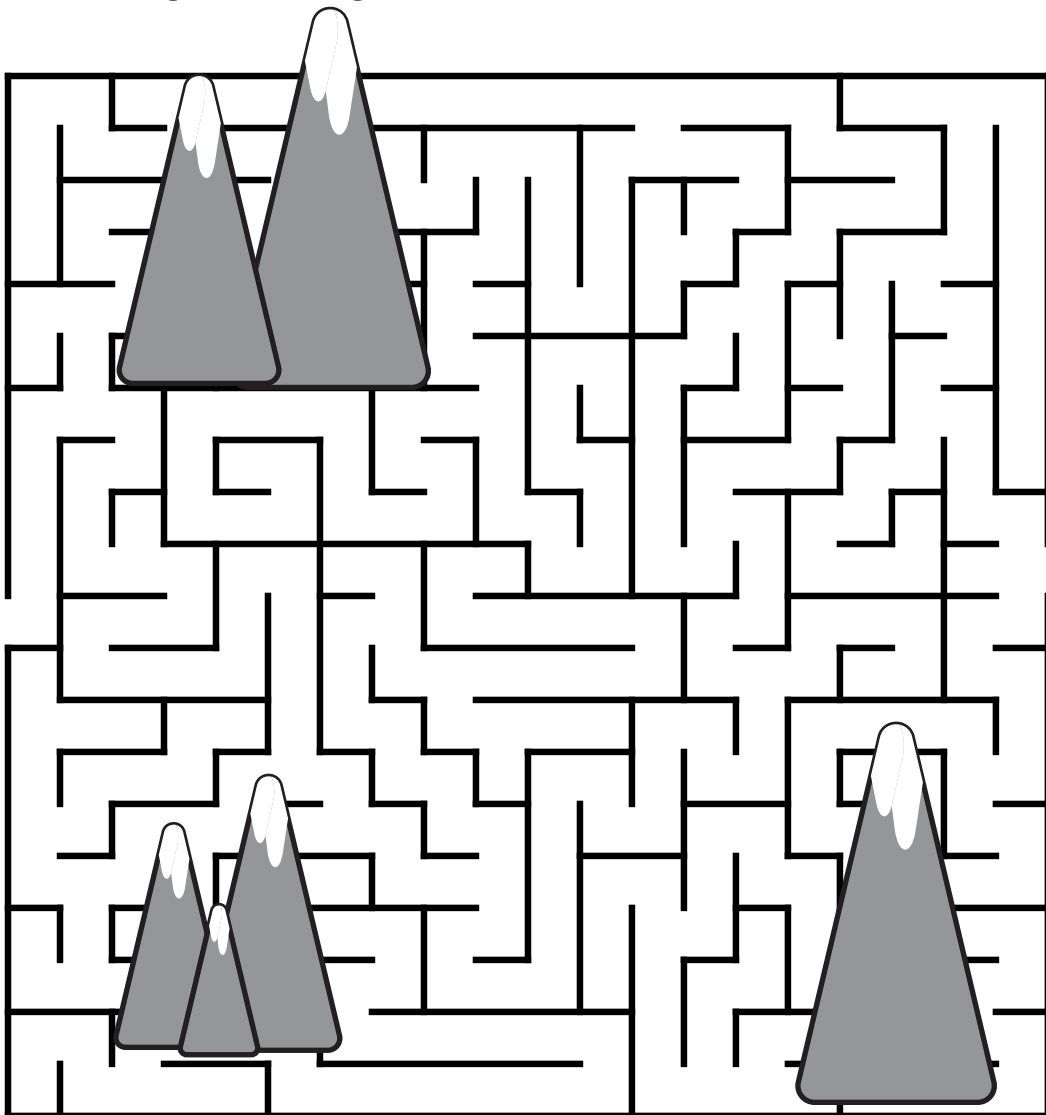
ELINOR



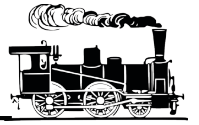
How was the railroad built? Draw or write how you think the railroad was built.



Help the train navigate through the mountains:

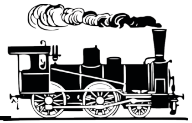


KELTON



Kelton was once a booming little town along the railroad, after reading the interpretive sign, draw what you think the town used to look like:

A large, empty rectangular box with a thick black border, occupying the majority of the page below the text. This box is intended for the student to draw their interpretation of the town of Kelton as it once appeared.



Kelton Cemetery

Take a moment to visit the Kelton Cemetery. This scenic cemetery still has original wood and metal fences, wooden and stone markers, and perhaps a few ghost stories.

Robberies

Kelton was a stage coach terminal for the Utah, Idaho, and Oregon Stage Company in the 1870's. In a typical year, over six billion pounds of supplies were brought through Kelton and loaded on the trains to be traded with people to the north. The supplies attracted many thieves who robbed stage coaches and trains.

Read the story of the "Daring Stage Robbery" that was published in the Ogden Daily Herald in 1870.

If you wish to exit the byway, take the dirt road heading north to go back to Highway 30.

DARING STAGE ROBBERY

"Come down" and he did come down very meekly and took the position assigned him. This imperative command was given to the driver by one of the masked robbers, who stopped the incoming stagecoach last night when the vehicle was within eight miles of Kelton, Utah.

There were eight passengers on board the coach. One of the robbers went to the head of the team and took possession of the lead horses. The other three went through the travelers, some of whom were ladies, and disposed of all their money, and other valuables, which occupied about two hours and a half. The daring thieves got about \$2,500 in cash, four watches, and other jewelry. The avaricious, pernicious wretches even took from the persons of the passengers their shirt studs and buttons. They then broke open the traveling trunks and took from them whatever was of sufficient value or convenient to get off with.

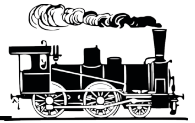
After the rascals had plundered the people of all they could, they took off the leaders from the team, unharnessed them, and struck out with them for some place of safe retreat.

We understand they did not interfere with any of Uncle Sam's mail bags: because they had not the time to go through them. Before they left, they returned the watch they took from the stage driver and gave to each of the travelers, one dollar to buy a supper when they reached Kelton."

(Ogden Daily Herald, August 1 1870).

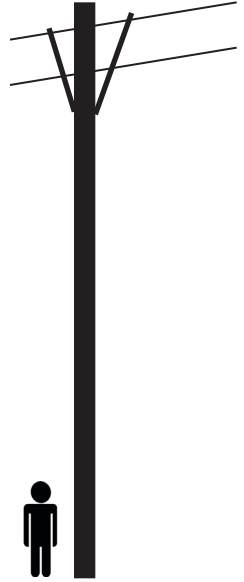


ZIAS



Instead of phones, people in the 1800s used telegraphs to communicate. Much like powerlines today, telegraphs worked by transmitting electrical signals over a wire between stations. The first transcontinental telegraph line was completed in 1861, and served as the only form of rapid communication across the country.

Along the Transcontinental Railroad, telegraph poles were installed to connect significant population centers. These poles were 30 feet tall on average. To maintain the electric lines, workers would have to climb up the post without a ladder. If you are about 5 feet tall, it would take six of you to touch the top of the pole!

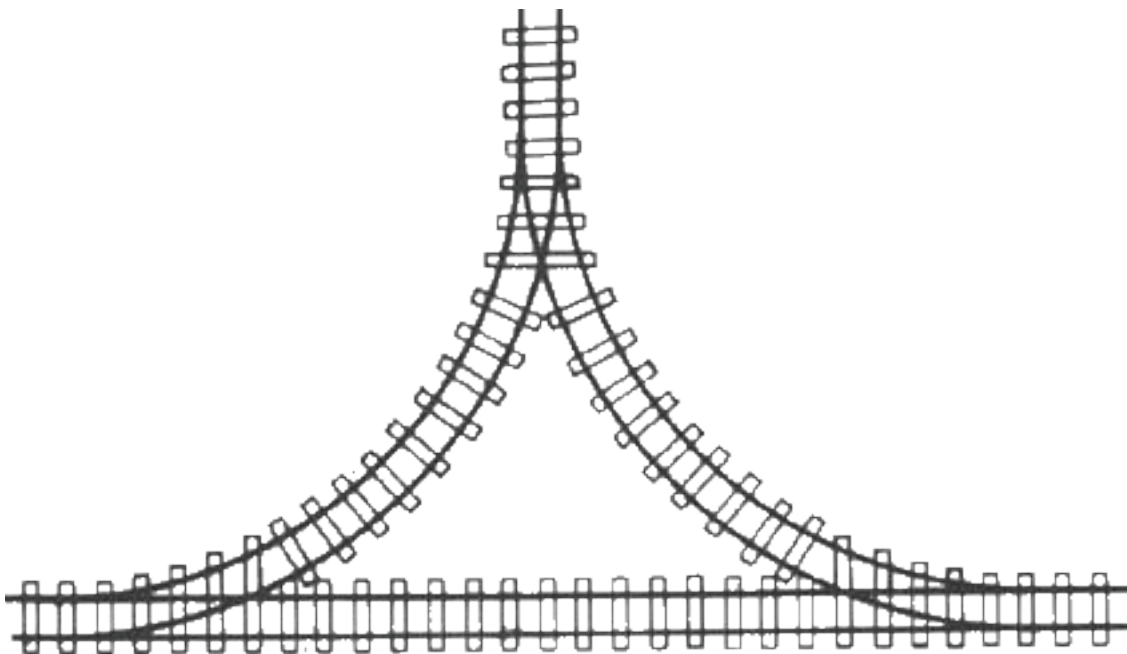


OMBEGY

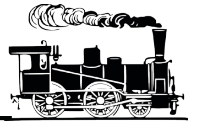


How do you think trains turned around and passed each other? They used a “wye”, which is exactly what it sounds like - a “Y”. If you look carefully, you can still see the imprint of the wye that was left by old railroad ties. You will learn more about how a wye is used at Matlin.

Draw arrows to show how the train turned around.



MATLIN



At the Matlin site, look for the old wye. Can you spot it?

Draw a line from the word to the correct photo.

Culvert



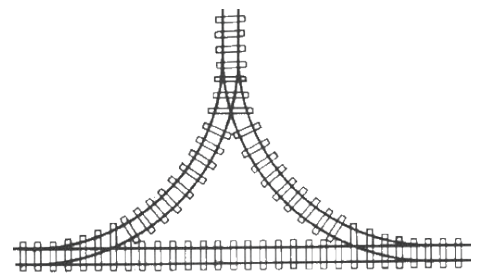
Spike



Trestle



Wye



Railroad Tie



TERRACE



Take a look around you. Can you imagine Terrace as the largest town in the area? At one point in time, there were about 1,000 people living here. As you walk around the site, look for colored glass, old metal containers, and piles of bricks that were once the library and bathhouse walls.

Draw what you think the town of Terrace looked like in 1869:

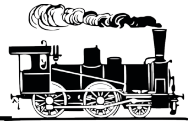
A large, empty rectangular box with a thin black border, intended for a drawing of the town of Terrace in 1869.

This site contains many historic artifacts. Please respect and protect them by taking nothing but photos, and leaving only footprints so other explorers may find and view these treasures too!

List the artifacts you see:

A large, empty rectangular box with a thin black border, intended for listing the artifacts seen at the site.

LUCIN



You have driven 90 miles of the Transcontinental Railroad Backcountry Byway. Before you begin your journey back home, take a moment to reflect on your day.

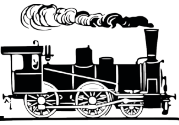
Draw: what was your favorite thing you saw today?

A large, empty rectangular box with a black border, intended for a drawing. It occupies the central portion of the page.

What do you want your friends to know about the Transcontinental Railroad?

A large, empty rectangular box with a black border, intended for writing. It occupies the bottom portion of the page.

VOCABULARY LIST



Transcontinental: passing or extending across a continent

Parallel: straight lines, lying in the same direction

Navigate: to move on, over, or through (water, air, or land)

Segregate: to separate or set apart from others or from the main body or group

Remnant: a remaining, usually small part or amount, a fragment or scrap

Legacy: anything handed down from the past, as from an ancestor or predecessor

Trestle: a frame typically composed of a horizontal bar or beam that is joined at each end by an A-frame

Culvert: a drain or channel crossing under a road, sidewalk, or railroad

Artifacts: simple objects (like tools, railroadspikes, old bottles) showing human work and represent a culture or period of time

Landscape: land that can be seen in one glance

Stage Coach: a large closed horse-drawn vehicle formerly used to carry passengers and often mail along a regular route between two places

Reliability: being reliable, or something you can count on happening

Prominent: something easily noticeable

Inhabited: to live or dwell in



JUNIOR RANGER CERTIFICATE of COMPLETION



As a Bureau of Land Management Junior Ranger, I, _____ promise to:

Do all I can to help preserve and protect the natural and cultural resources on our public lands,
be aware of how my actions can affect other living things and the evidence of our past,
keep learning about the importance of nature and heritage, and
share what I have learned with others!

_____ Date

_____ Ranger Signature

