

4. *Transcontinental by Any Name*. While Speaker Colfax's entourage completed its grand tour of Denver and points west, William Jackson Palmer spent a few weeks luxuriating in the amenities of Newport, Rhode Island.

Visit Website In , the New York entrepreneur Asa Whitney presented a resolution in Congress proposing the federal funding of a railroad that would stretch to the Pacific. Lobbying efforts over the next several years failed due to growing sectionalism in Congress, but the idea remained a potent one. In , a young engineer named Theodore Judah identified the infamous Donner Pass in northern California where a group of westward emigrants had become trapped in as an ideal location for constructing a railroad through the formidable Sierra Nevada mountains. He then headed to Washington , where he was able to convince congressional leaders as well as President Abraham Lincoln , who signed the Pacific Railroad Act into law the following year. From the beginning, then, the building of the transcontinental railroad was set up in terms of a competition between the two companies. All were ambitious businessmen with no prior experience with railroads, engineering or construction. They borrowed heavily to finance the project, and exploited legal loopholes to get the most possible funds from the government for their planned track construction. Disillusioned with his partners, Judah planned to recruit new investors to buy them out, but he caught yellow fever while crossing the Isthmus of Panama on his way east and died in November , soon after the Central Pacific had spiked its first rails to ties in Sacramento. Meanwhile, in Omaha, Dr. Thomas Durant had illegally achieved a controlling interest in the Union Pacific Railroad Company, giving him complete authority over the project. Though the Union Pacific celebrated its own launch in early December , little would be completed until the end of the Civil War in . Still, the Union Pacific moved relatively quickly across the plains, compared to the slow progress of their rival company through the Sierra. By that time, some 50, Chinese immigrants were living on the West Coast, many having arrived during the Gold Rush. This was controversial at the time, as the Chinese were considered an inferior race due to pervasive racism. The Chinese laborers proved to be tireless workers, and Crocker hired more of them; some 14, were toiling under brutal working conditions in the Sierra Nevada by early . To blast through the mountains, the Central Pacific built huge wooden trestles on the western slopes and used gunpowder and nitroglycerine to blast tunnels through the granite. Down the Home Stretch By the summer of , the Union Pacific was in Wyoming , having covered nearly four times as much ground as the Central Pacific. The Central Pacific broke through the mountains in late June, however, and the hard part was finally behind them. Both companies then headed towards Salt Lake City, cutting many corners including building shoddy bridges or sections of track that would have to be rebuilt later in their race to get ahead. By early , the companies were working only miles from each other, and in March the newly inaugurated President Ulysses S. Grant announced he would withhold federal funds until the two railroad companies agreed on a meeting point. On May 10, after several delays, a crowd of workers and dignitaries watched as the final spike was driven linking the Central Pacific and Union Pacific. Telegraph cables immediately went out to President Grant and around the country with the news that the transcontinental railroad had been completed.

Chapter 2 : Transcontinental Channels - Second Life Wiki

Did you know? Before the building of the Transcontinental Railroad, it cost nearly \$1, dollars to travel across the country. After the railroad was completed, the price dropped to \$ dollars.

House of Representatives, Thursday, April 29, On May 8th, the Colfax Area Historical Society in my Congressional District will place a monument along Highway at Cape Horn, near Colfax, California to recognize the efforts of the Chinese in laying the tracks that linked the east and west coasts for the first time. With the California Gold Rush and the opening of the West came an increased interest in building a transcontinental railroad. To this end, the Central Pacific Railroad Company was established, and construction of the route East from Sacramento began in . Although the beginning of the effort took place on relatively flat land, labor and financial problems were persistent, resulting in only 50 miles of track being laid in the first two years. Although the company needed over 5, workers, it only had on the payroll by Chinese labor was suggested, as they had already helped build the California Central Railroad, the railroad from Sacramento to Marysville and the San Jose Railway. They lived in simply dwellings and cooked their own meals, often consisting of fish, dried oysters and fruit, mushrooms and seaweed. Work in the beginning was slow and difficult. After the first 23 miles, Central Pacific faced the daunting task of laying tracks over terrain that rose 7, feet in miles. To conquer the many sheer embankments, the Chinese workers used techniques they had learned in China to complete similar tasks. They were lowered by ropes from the top of cliffs in baskets [sic] , and while suspended, they chipped away at the granite and planted explosives that were used to blast tunnels. Many workers risked their lives and perished in the harsh winters and dangerous conditions. By the summer of , 4, workers, two thirds of which were Chinese , had built the transcontinental railroad over the Sierras and into the interior plains. On May 10, , the two railroads were to meet at Promontory, Utah in front of a cheering crowd and a band. A Chinese [and Irish] crew was chosen to lay the final ten miles of track, and it was completed in only twelve hours. Their toil in severe weather, cruel working conditions and for meager wages cannot be under appreciated. The cars now run nearly to the summit of the Sierras. They were a great army laying siege to Nature in her strongest citadel. The rugged mountains looked like stupendous ant-hills. They swarmed with Celestials, shoveling, wheeling, carting, drilling and blasting rocks and earth, while their dull, moony eyes stared out from under immense basket-hats, like umbrellas. At several dining camps we saw hundreds sitting on the ground, eating soft boiled rice with chopsticks as fast as terrestrials could with soup-ladles. Irish laborers received thirty dollars per month gold and board; Chinese, thirty-one dollars, boarding themselves. After a little experience the latter were quite as efficient and far less troublesome. Richardson "Make Masons out of Chinamen? Did they not build the Chinese wall, the biggest piece of masonry in the world? Many of them are becoming very expert in drilling, blasting and other departments of rock work" " S. A large majority of the white laboring class on the Pacific Coast find more profitable and congenial employment in mining and agricultural pursuits, than in railroad work. The greater portion of the laborers employed by us are Chinese, who constitute a large element in the population of California. Without them it would be impossible to complete the western portion of this great national enterprrise, within the time required by the Acts of Congress. As a class they are quiet, peaceable, patient, industrious and economical" "ready and apt to learn all the different kinds of work required in railroad building, they soon become as efficient as white laborers. More prudent and economical, they are contented with less wages. We find them organized into societies for mutual aid and assistance. These societies, that count their numbers by thousands, are conducted by shrewd, intelligent business men, who promptly advise their subordinates where employment can be found on the most favorable terms. No system similar to slavery , serfdom or peonage prevails among these laborers. Their wages, which are always paid in coin, at the end of each month, are divided among them by their agents, who attend to their business, in proportion to the labor done by each person. These agents are generally American or Chinese merchants, who furnish them their supplies of food, the value of which they deduct from their monthly pay. We have assurances from leading Chinese merchants, that under the just and liberal policy pursued by the Company, it will be able to procure during the next year,

not less than 15, laborers. With this large force, the Company will be able to push on the work so as not only to complete it far within the time required by the Acts of Congress, but so as to meet the public impatience. Some distrust was at first felt regarding the capacity of this class for the service required, but the experiment has proved eminently successful. They are faithful and industrious, and under proper supervision, soon become skillful in the performance of their duties. Many of them are becoming very expert in drilling, blasting, and other departments of rock work. Order and industry then, as now, made for accomplishment. Divided into gangs of about 30 men each, they work under the direction of an American foreman. The Chinese board themselves. One of their number is selected in each gang to receive all wages and buy all provisions. Their workday is from sunrise to sunset, six days in the week. They spend Sunday washing and mending, gambling and smoking, and frequently, old timers will testify, in shrill-toned quarreling. Without them it would be impossible to go on with the work. I can assure you the Chinese are moving the earth and rock rapidly. They prove nearly equal to white men in the amount of labor they perform, and are far more reliable. A few of the speakers mentioned the invaluable contributions of the Chinese. It really does confirm the eyewitness accounts. A crowd stands behind and fans away on both sides. UPRR Locomotive "" is prominent in the background. A couple of ladies are on shoulders to get a better look at the scene. Notice the textures in the clothing, a gentleman in the crowd wearing quite stylish sunglasses the only one, and some tools, shovels and fishplates laying on the ground. The more famous A. Russell photograph could not include the Chinese workers photographed earlier participating in the joining of the rails ceremony because at the moment the famous photo was being taken it was after the conclusion of the ceremony and the Chinese workers were away from the two locomotives to dine at J. Bowsher, who wired the telegraphic connection at Promontory which sent the word out over the wires that the last spike had been driven later recalled: Irish and Chinese laborers who had set records in track laying that have never since been equalled joined with the cowboys, Mormons, miners and Indians in celebrating completion of the railroad. Strobridge, when the work was all over, invited the Chinese who had been brought over from Victory for that purpose, to dine at his boarding car. When they entered, all the guests and officers present cheered them as the chosen representatives of the race which have greatly helped to build the road. The stock was getting its breakfast of hay and barley. Foremen were galloping here and there on horseback giving or receiving orders. Swarms of laborers, Chinese, Europeans and Americans were hurrying to their work. On one side of the track stood the moveable blacksmith shop where a score of smiths were repairing tools and shoeing horses and mules. Close by was the fully equipped harness shop where a large force was repairing collars, traces and other leather equipment. To the west were the rails and line of telegraph poles stretching back as far as the eye could reach. The telegraph wire from the last pole was strung into the car that served as a telegraph office. To the eastward stretched the grade marked by a line of newly distributed earth. By the side of the grade smoked the camp fires of the blue clad laborers who could be seen in groups waiting for the signal to start work. These were the Chinese, and the job of this particular contingent was to clear a level roadbed for the track. They were the vanguard of the construction forces. Miles back was the camp of the rear guard—the Chinese who followed the track gang, ballasting and finishing the road bed. Systematic workers these Chinese—competent and wonderfully effective because tireless and unremitting in their industry. The rails, ties and other material were thrown off the train as near to end of the track as was feasible, and then the empty train was drawn back out of the way. At this point the rails were loaded on low flat cars, and hauled by horses to end of track. The ties were handled in the same way. Behind came the rail gang, who took the rails from the flat cars and laid them on the ties. While they were doing this a man on each side distributed spikes, two to each tie; another distributed splice bars; and a third the bolts and nuts by which the rails were spliced together. Two more men followed to adjust and sent back for another load. Back of the track builders followed a gang with the seven more ties necessary to complete the foundation for each rail. These were put into position and spiked by another gang, which also leveled up the track and left it ready for the ballasters.

Chapter 3 : First Transcontinental Railroad - Wikipedia

However, Transcontinental had no affiliation with any automobile manufacturer and had no ability to extend or reinstate the manufacturer's warranty. Instead, Transcontinental was selling vehicle service contracts from third party companies.

Over a third of all freight transport happens via the railway system, but our railroads have not always been as expansive as they are today. Now, we have hundreds of thousands of miles of rail connecting major cities across the country, but this was not the case two hundred years ago. The transcontinental railroad was built in the 1860s to connect Council Bluffs, Iowa, with the San Francisco Bay and revolutionize transport in the U.S. Origin of the Transcontinental Railroad The 1840s were a time of westward expansion for the United States. Americans went further and further west with the promise of economic prosperity. In 1846, Congress passed the Pacific Railroad Bill and several grants that allowed financial support for the Central Pacific and Union Pacific railroad companies. These two companies then began constructing what would become the transcontinental railroad. Social and Economic Impacts Travel was obviously one of the aspects of U.S. For the first time, U.S. Americans could freely travel from coast to coast. This radically changed both business and pleasure travel. Easier transcontinental business travel allowed direct growth through expanding markets and cheaper distribution, as well as increased possibilities for partnerships and exchange of ideas. This movement between coasts allowed for business professionals to have a more expansive idea of their industry and allowed improved access to information and skills. A marked production boom occurred as resources had faster transport to industrial settings, thus speeding up the process of making goods. Despite the benefits it brought to the U.S. Most starkly, the forced relocation of Native Americans from their lands resulted in widespread destruction of Native American cultures and ways of life. Many conflicts arose as the railroad project continued westward, and the military was brought in to fight Native American tribes. In addition, many natural resources were destroyed to make way for the expanding train tracks and stations. Current State of the U.S. Railroad System Currently, the U.S. has over 130,000 miles of railroad tracks. This system employs at least 2 million people throughout the country and is a large part of our transportation industry. For the most part, freight moves through the U.S. Our economy depends on our railroad system, but it would not look the way it does today without the construction of the transcontinental railroad. From the 1860s to today, train transport continues to shape our economic and social lives.

Chapter 4 : Transcontinental railroad - Wikipedia

A transcontinental railroad is a contiguous network of railroad trackage that crosses a continental land mass with terminals at different oceans or continental borders.

They are intended to secure the commercial rights side of things like videos and photographs. So sit back, make a cup of tea and read the following carefully. Then you can get cracking with the training and planning. If you have any questions concerning any element of this agreement, then please get in touch with Transcontinental by e-mailing us at race.transcontinental.

A Words and phrases defined in clause 1. **B** The Company owns or controls all rights in and to the Event, and intends to stage and manage the Event. **C** The Rider wishes to enter and participate in the Event. Entry and participation 2. Such decisions shall be binding on the Rider, who acknowledges that they shall not have the power to revoke or alter any such decisions. Such Entry Fee shall be paid to the Company on or before the 10th working day after their sign up unless otherwise agreed by the Company via the Payment Method or by such other means as specified by the Company. The Company will not be liable for any such third party charges. Obligations of the Company 5. During the Term, the Company will also notify the Rider as soon as practicable of any updates or amendments to the Event Schedule; 5. Obligations of the Rider 6. The Rider acknowledges and accepts that the Company has relied upon these statements in awarding the Rider a place in the Event; 6. The Rider undertakes to co-operate with the Company and the Commercial Partners in order to protect the Commercial Rights and in particular the Rider agrees that, unless agreed in writing by the Company and save as permitted by the Fundraising Rights granted to the Rider: Any Rider who makes such a film pursuant to this clause hereby assigns with full title guarantee to the Company all rights of any nature whatsoever in perpetuity including copyright in any such film. Subject to clause Such a termination notice shall be irrevocable except with the consent of both parties. Acknowledgement of risk Additionally, the Rider is fully aware and acknowledges that all cycle sports and accordingly participation in the Event involve serious risk of harm, including, but not limited to, risks of accident, serious bodily injury, including death, broken bones, head injuries, trauma, pain, fatigue, dehydration and suffering and property damage. The Rider additionally acknowledges and accepts full responsibility for checking and maintaining all equipment in their possession for the duration of the Event to ensure its safe use including by way of example, wheels, brakes, tyres and cycle helmet. A copy of such insurance policies shall be provided to the Event Director at any time upon request. Power to make rules and other provisions The parties further recognise that it is in the best interests of the Event, and of all the participants in the Event, that such issues be addressed as quickly and effectively as possible. Any such decisions or directions shall be posted on the Event website and communicated to the Rider via email. No challenge shall be made by the Rider any such decision. For the avoidance of doubt, all determination, decisions and directives of the Event Director shall be final. Announcements and confidentiality The Rider will not make or permit to be made any public announcement s in relation to this Agreement without the prior consent of the Company nor save as required by law disclose to any third party an information concerning the terms or subject matter of this Agreement from the date hereof. Points of contact The Event Director, Transcontinental Race. Either rider may be substituted up until 60 days before the event. However withdrawal of both original riders forming the pair shall mean withdrawal of the pair. Governing law This Agreement shall be governed by and construed in accordance with English law and the parties hereby submit to the non-exclusive jurisdiction of the Courts of England with regard to any claims relating to or in connection with this Agreement. Schedule 1 Event Manual For the avoidance of doubt: All amendments and updates will be displayed in the Transcontinental Handbook available to all Riders via the official Event website at www. The Transcontinental represents the 3rd time that such an event has ever been attempted. The Rider must be aware that the wilderness itself presents dangers on top of those inherent to partaking in extreme sports such as bicycle racing, that may cause serious injury or death. The Rider must be aware that the nearest hospital or medical facility may be hours from them should they suffer any injury and that there may be a lack of helicopter assistance in some countries. The Rider must attain the correct level of death, accident and health insurance, satisfactory evidence of which they must

present to the Event Directors at least two weeks prior to the start of the race on 24th July i. The Rider acknowledges the risk they undertake when entering the Transcontinental and has read and understood clause 12 The Rider accepts that safety is the paramount consideration for the Transcontinental , which is firstly an adventure and secondarily a race. The safety of the Rider and the other competitors must take priority over any competitive element to the Transcontinental. In recognition of the safety elements of this event and as part of the compulsory safety precautions which Riders must adhere to, each Rider will be provided with by the Company and should carry with them at all times the satellite tracking device which has an inbuilt emergency activation beacon. Emergencies The Rider should only use the emergency beacon in the case of a medical emergency. Instructions about how to use the emergency beacon will be available to the Rider in the Event Handbook and during the pre-race training session. They should not be contacted when the Rider is in difficulty unless it is believed that the Rider is being treated illegally. To assist the Rider in determining what matters the British Foreign Office can and cannot become involved in, please take careful note of the following list. British consular staff cannot: British consular staff can: NOTE 1 Neither the Government nor the relevant British Embassy, High Commission or Consulate can make any guarantee in relation to the professional ability or character of any person or company on the above list, nor can they be held responsible in any way for you relying on any advice you are given. See the Foreign Office website for full details.

Chapter 5 : First transcontinental railroad is completed - HISTORY

This is a list of countries located on more than one continent, known as transcontinental states or intercontinental ricedaydvl.com there are many countries with non-contiguous overseas territories fitting this definition, only a limited number of countries have territory straddling an overland continental boundary, most commonly the line that separates Europe and Asia.

Construction begun[edit] The Central Pacific broke ground on January 8, Due to the lack of transportation alternatives from the manufacturing centers on the east coast, virtually all of their tools and machinery including rails, railroad switches , railroad turntables , freight and passenger cars, and steam locomotives were transported first by train to east coast ports. The latter route was about twice as expensive per pound. Many of these steam engines, railroad cars, and other machinery were shipped dismantled and had to be reassembled. The Union Pacific Railroad did not start construction for another 18 months until July They were delayed by difficulties obtaining financial backing and the unavailability of workers and materials due to the Civil War. Their start point in the new city of Omaha, Nebraska was not yet connected via railroad to Council Bluffs, Iowa. Equipment needed to begin work was initially delivered to Omaha and Council Bluffs by paddle steamers on the Missouri River. The Union Pacific was so slow in beginning construction during that they sold two of the four steam locomotives they had purchased. Civil War ended on June 22, , the Union Pacific still competed for railroad supplies with companies who were building or repairing railroads in the south, and prices rose. But much of the south had adopted a 5-foot gauge. Transferring railway cars across a break of gauge required changing out the wheel trucks. Alternatively, cargo was offloaded and reloaded, a time-consuming effort that delayed cargo shipments. For the transcontinental railroad, the builders adopted the English standard, what is now called standard gauge. Within a few years, nearly all railroads converted to steel rails. Time zones and telegraph usage[edit] Time was not standardized across the United States and Canada until November 18, In , each railroad set its own time to minimize scheduling errors. To communicate easily up and down the line, the railroads built telegraph lines alongside the railroad. These lines eventually superseded the original First Transcontinental Telegraph which followed much of the Mormon Trail up the North Platte River and across the very thinly populated Central Nevada Route through central Utah and Nevada. The telegraph lines along the railroad were easier to protect and maintain. Many of the original telegraph lines were abandoned as the telegraph business was consolidated with the railroad telegraph lines. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. May Learn how and when to remove this template message Route of the first American transcontinental railroad from Sacramento, California, to Council Bluffs, Iowa. Other railroads connected at Council Bluffs to cities throughout the East and Midwest. Omaha was chosen by President Abraham Lincoln as the location of its Transfer Depot where up to seven railroads could transfer mail and other goods to Union Pacific trains bound for the west. Trains were initially transported across the Missouri River by ferry before they could access the western tracks beginning in Omaha , Nebraska Territory. The river froze in the winter, and the ferries were replaced by sleighs. Durant , one of the chief financiers of the Union Pacific. Dodge to build the railroad, and the Union Pacific began a mad dash west. He equipped several railroad cars to serve as portable bunkhouses for the workers and gathered men and supplies to push the railroad rapidly west. Among the bunkhouses Casement added a galley car to prepare meals, and he even provided for a herd of cows to be moved with the railhead and bunk cars to provide fresh meat. Hunters were hired to provide buffalo meat from the large herds of American bison. In response, the U. Army instituted active cavalry patrols that grew larger as the Native Americans grew more aggressive. Temporary, " Hell on wheels " towns, made mostly of canvas tents, accompanied the railroad as construction headed west. Building bridges to cross creeks and rivers was the main source of delays. It was built across the shallow but wide North Platte resting on piles driven by steam pile drivers. In late , former Major General Grenville M. Dodge was appointed Chief Engineer on the Union Pacific, but hard working General "Jack" Casement continued to work as chief construction "boss" and his brother Daniel Casement continued as financial officer. The original westward travellers in their ox and

mule pulled wagons tried to stick to river valleys to avoid as much road building as possible—gradients and sharp corners were usually of little or no concern to them. The ox and mule pulled wagons were the original off-road vehicles in their day, since nearly all of the Emigrant Trails went cross country over rough, un-improved trails. The emigrant trails were closed in winter. The route along the North Platte was also further from Denver, Colorado, and went across difficult terrain, while a railroad connection to that City was already being planned for and surveyed. Efforts to survey a new, shorter, "better" route had been under way since Evans Pass was located between what would become the new "railroad" towns of Cheyenne and Laramie. Steam locomotives did not need grass, and the railroad companies could drill wells for water if necessary. Coal had been discovered in Wyoming and reported on by John C. Union Pacific needed coal to fuel its steam locomotives on the almost treeless plains across Nebraska and Wyoming. Coal shipments by rail were also looked on as a potentially major source of income—this potential is still being realized. About 4 miles 6. The Dale Creek Crossing was one of their more difficult railroad engineering challenges. The eastern and western approaches to the bridge site, near the highest elevation on the transcontinental railroad, required cutting through granite for nearly a mile on each side. Beyond Dale Creek, railroad construction paused at what became the town of Laramie, Wyoming to build a bridge across the Laramie River. Its location made it a good base for helper locomotives to couple to trains with snowplows to help clear the tracks of snow or help haul heavy freight over Evans pass. The railroad established many townships along the way: The railroad even dipped into what would become the new state of Colorado after crossing the North Platte River as it followed the South Platte River west into what would become Julesburg before turning northwest along Lodgepole Creek into Wyoming. The Green River was crossed with a new bridge, and the new "railroad" town of Green River constructed there after the tracks reached the Green River on October 1, —the last big river to cross. By , Evanston became a significant maintenance shop town equipped to carry out extensive repairs on the cars and steam locomotives. To speed up construction as much as possible, Union Pacific contracted several thousand Mormon workers to cut, fill, trestle, bridge, blast and tunnel its way down the rugged Weber River Canyon to Ogden, Utah, ahead of the railroad construction. The Mormon and Union Pacific rail work was joined in the area of the present-day border between Utah and Wyoming. Work on this tunnel started in October and was completed six months later. The tunnels were all made with the new dangerous nitroglycerine explosive, which expedited work but caused some fatal accidents. A historic marker has been placed there. Only partial payment was secured through court actions against Union Pacific. The elevation change from Sacramento elev. The discovery and detailed map survey with profiles and elevations of this route over the Sierra Nevada is credited to Theodore Judah, chief engineer of the Central Pacific Railroad until his death in . As the railroad climbed out of Sacramento up to Donner Summit, there was only one 3-mile 4.

Chapter 6 : Transcontinental Inc. Profile

The First Transcontinental Railroad (also called the Great Transcontinental Railroad, known originally as the "Pacific Railroad" and later as the "Overland Route") was a 1,700-mile (2,735 km) continuous railroad line constructed between and that connected the existing eastern U.S. rail network at Omaha, Nebraska/Council Bluffs, Iowa.

The need for such a link was dramatized by the discovery of gold in California in that brought thousands to the West Coast. At that time only two routes to the West were available: Traveling either of these could take four months or more to complete. Although everyone thought a transcontinental railroad was a good idea, deep disagreement arose over its path. The Northern states Union Pacific workers laying rails October favored a northern route while the Southern states pushed for a southern route. This log jam was broken in with the secession of the Southern states from the Union that allowed Congress to select a route running through Nebraska to California. Construction of the railroad presented a daunting task requiring the laying of over miles of track that stretched through some the most forbidding landscape on the continent. Tunnels would have to be blasted out of the mountains, rivers bridged and wilderness tamed. Two railroad companies took up the challenge. Progress was slow initially, but the pace quickened with the end of the Civil War. Finally the two sets of railroad tracks were joined and the continent united with elaborate ceremony at Promontory, Utah on May 10, 1869. The impact was immediate and dramatic. As the spike was struck, telegraph signals simultaneously alerted San Francisco and New York City, igniting a celebratory cacophony of tolling bells and cannon fire in each city. Alexander Toponce witnessed the event: I had a beef contract to furnish meat to the construction camps of Benson and West On the last day, only about feet were laid, and everybody tried to have a hand in the work. I took a shovel from an Irishman, and threw a shovel full of dirt on the ties just to tell about it afterward. Seymour, a lot of newspaper men, and plenty of the best brands of champagne. Another train made up at Ogden carried the band from Fort Douglas, the leading men of Utah Territory, and a small but efficient supply of Valley Tan. It was a very hilarious occasion; everybody had all they wanted to drink all the time. Some of the participants got "sloppy," and these were not all Irish and Chinese by any means. California furnished the Golden Spike. Governor Tuttle of Nevada furnished one of silver. General Stanford [Governor Safford? The last tie was of California laurel. When they came to drive the last spike, Governor Stanford, president of the Central Pacific, took the sledge, and the first time he struck he missed the spike and hit the rail. Promontory, Utah May 10, What a howl went up! Irish, Chinese, Mexicans, and everybody yelled with delight. Then Stanford tried it again and tapped the spike and the telegraph operators had fixed their instruments so that the tap was reported in all the offices east and west, and set bells to tapping in hundreds of towns and cities Then Vice President T. Durant of the Union Pacific took up the sledge and he missed the spike the first time. When the connection was finally made the Union Pacific and the Central Pacific engineers ran their engines up until their pilots touched. Both before and after the spike driving ceremony there were speeches, which were cheered heartily. I do not remember what any of the speakers said now, but I do remember that there was a great abundance of champagne. How To Cite This Article:

Transcontinental Vice President Pierre Marcoux said the magazine is written to highlight the ideal of sustainable development and the application of sustainable development principles in business and development.

Conventions used for the boundary between Europe and Asia during the 18th and 19th centuries. The red line shows the modern convention, in use since c. Europe Asia historically placed in either continent The conventional Europe-Asia boundary was subject to considerable variation during the 18th and 19th centuries, indicated anywhere between the Don River and the Caucasus to the south or the Ural Mountains to the east. Since the later 19th century, the Caucasus-Urals boundary has become almost universally accepted. The Russian Federation includes substantial territory in Northern Asia , historically incorporated into the Tsardom of Russia in the 17th century. The territory of Turkey is a remnant of that of the Ottoman Empire , which had replaced the transcontinental Byzantine Empire with the Sack of Constantinople in The Turkish city Istanbul ancient Constantinople lies on both sides of the Bosphorus , making it a "transcontinental city". Georgia is in Transcaucasia , and thus geographically in Asia, except for a small area in the upper reaches of the Terek River , corresponding to Kazbegi Municipality population 3, as of , ca. Non-contiguous Asia and Europe For more details about the geographical border between Europe and Asia, see borders of the continents. Europe and North America Greenland: Greenland is a country within the Kingdom of Denmark , fully located on the North American tectonic plate and close to the mainland, and is considered to be geographically part of North America. Although it is politically associated with Europe and internationally represented by a European country including in the Council of Europe , it is autonomous. Historically and ethnically, its native population is of American tradition, although it also shares cultural links with other native peoples bordering the Arctic Sea in Northern Europe and Asia today in Norway, Sweden, Finland and Russia , as well as in North America Alaska in the U. Greenland was part of Danish territory and within the territory of the European Union, but voted for more autonomy and is now excluded from Union. Continental Portugal is in Europe, while the Azores archipelago also associated with Europe has two islands Corvo and Flores that are part of the North American plate. This might make Portugal a "tricontinental country" geologically with Madeira on the African plate except that continents, as already noted, are not defined by tectonic plates. Europe and South America The Netherlands: Since the dissolution of the Dutch Antilles in , the sovereign Kingdom of the Netherlands has been administratively divided into four non-sovereign constituent "countries": Eustatius and Saba collectively known as the BES islands or the Caribbean Netherlands in the Caribbean area as "special municipalities", making it a non-sovereign transcontinental country within the kingdom. Metropolitan France is in Europe, while the five Overseas Departments and six Overseas Collectivities are in other continents. Africa and Europe For more details about the geographical border between Africa and Europe, see borders of the continents. Italy has a number of small islands south of Sicily which, geographically can be considered part of the African continent, due to their proximity to Tunisia. If we consider that the Azores autonomous region of Portugal has two islands Flores and Corvo that are part of North American tectonic plate see Europe and North America section above , Portugal would be a transcontinental country geologically except for the fact these plates are not defined as continents. Although its mainland is in Europe, Spain has territory including two provinces and two autonomous cities in Africa. Asia and Africa Yemen: Although mainland Yemen is in the southern Arabian Peninsula and thus part of Asia , and its Hanish Islands and Perim in the Red Sea are associated with Asia, Yemen controls the archipelago of Socotra , which lies east of the horn of Somalia and is much closer to Africa than to Asia. Socotra and the Mahra region constitute the transcontinental Mahra Governorate. Asia and Australasia Australia: The Commonwealth of Australia consists of its namesake continent and island possessions associated with Oceania, Asia, and Antarctica. Depending on the interpretation of the border, the Philippines , Malaysia and Indonesia , and Papua New Guinea can be considered transcontinental countries and East Timor , Brunei and Singapore can be on either side. Papua New Guinea anthropologically is a part of Melanesia and is sometimes included in the Malay Archipelago. The sea islands division of South America and North America is complicated. What complicates it even further is that

the islands of Trinidad and Tobago lie on two continental shelves. The southern half of Trinidad lies in South America and the northern half of Trinidad, and Tobago , lie on the Caribbean plate. All these islands have closer cultural ties with North America. This archipelago is coterminous with the department of the same name. North American Caribbean islands belonging to South American countries:

Chapter 8 : Transcontinental Railroad | HistoryNet

Poker-playing professional gamblers, fresh from the declining riverboat traffic of the Mississippi River, could indeed be found on almost any transcontinental train in the '50s, and many a greenhorn bound west to seek his fortune lost his nest egg before reaching the end of his journey.

The First Transcontinental Railroad in North America was built in the 1860s, linking the well developed railway network of the East coast with rapidly growing California. The main line was officially completed on May 10, 1869. The vast number of people who traveled the line, and the complex web of connecting routes that followed, set the USA on the path to economic abundance. It also ended the centuries old way of life of the Native Americans and greatly altered the environment. The rail line was an important goal of President Abraham Lincoln, fostered during the early portion of his term and completed four years after his death. The building of the railroad was motivated in part to bind California to the Union during the American Civil War. The TCRR is considered by some to be the greatest technological feat of the 19th century. The transcontinental railroad replaced the slower and more dangerous wagon trains, Pony Express and stagecoach lines that crossed the country by land and the equally difficult sea journey around the southern tip of South America. The route largely followed the well established Oregon, Mormon and California Trails. The Central Pacific laid 1,912 miles of track, starting in Sacramento, and the Union Pacific laid 1,629 miles of track, starting in Omaha. The two lines connected at Promontory Summit, Utah. Early Discussions Talk of a transcontinental railroad started in 1845, shortly after railroads began large scale operation in the United States. At about the same time English-speaking settlers began settling in Mexican controlled California. Much of the early debate was not so much over whether it would be built, but what route it should follow: A "northern" option generally following the route explored by Lewis and Clark through Montana and Oregon was considered impractical because of snow. In June Asa Whitney led a team along the proposed central route to assess its capabilities. Whitney then traveled widely to solicit support for the rail line, printed maps and pamphlets, and submitted several proposals to Congress. Legislation to begin construction of the Pacific Railroad via the central route was introduced in Congress but not acted on. The very same year saw the beginnings of the California Gold Rush better known in which brought great numbers of people west, many of whom stayed. California became increasingly an important part of the United States and the idea of a rail connection to it gained support. Concerns lingered that snow would make the central route impractical. A survey indicated that the best southern path ran through territory still held by Mexico. Therefore in 1846, only five years after taking California by force, the United States made the Gadsden Purchase from Mexico, acquiring the southern portions of what is now New Mexico and Arizona. This placed the southern transcontinental route entirely within the U.S. However, despite approving the Purchase, Congress did not fund construction of a rail line at that time. The route is generally followed by Interstate 10 today. The Central Route In early 1845, Theodore Judah, a rail construction engineer and Daniel Strong, a local miner, surveyed what became the western portion of the route. Collis Huntington was inspired by a Theodore Judah lecture on the possibilities of a railroad. The partners included Leland Stanford, a grocer, the future governor of California, and founder of what became Stanford University. These investors became known as the Big Four and their venture was called the Central Pacific Railroad. The fabled Pony Express, which provided mail service from the East to California, only operated in 1831-32. In that short time the riders learned that the central route was usable despite the winter snows. With the weather worries cleared away and Texas joining the Confederacy, the central route, always the more favorable economically, became the chosen route. Lincoln signed it into law on July 1, 1862. Two companies were hired -- the Central Pacific would build from the west and the Union Pacific from the east. These terms encouraged the companies to construct many extra miles of track, direct the line toward property they owned, and in many other ways exploit the poorly written law to their benefit. Route of the first Transcontinental Railroad. Original artwork by DanMS subject to the GNU Free Documentation License Once it was decided that the railroad would follow the central route, there was general agreement that the western terminus would be Sacramento. However, there was considerable competition for the eastern terminus. Abraham Lincoln

selected Council Bluffs, near Omaha, Nebraska, although the closest rail line was miles east. Lincoln had visited the site in while working for Thomas Durant as a private attorney. Durant was a central figure in the TCRR. Labor on the Transcontinental Railroad The majority of the Union Pacific track heading westward was built by Irish laborers, by Mormons who constructed much of the track in Utah, and after the war by veterans of the Union and Confederate armies. Chinese immigrants did most of the work on the Central Pacific track. Most White men received between one and three dollars per day, but workers from China received less and were supervised by Whites. Eventually, the Chinese went on strike and gained a small increase in salary. Track laying employed a quarter of the labor force. The operation also required a great number of blacksmiths, carpenters, engineers, masons, surveyors, teamsters, and cooks. Telegraph lines were built following the tracks, bringing near-instant communication. The Central Pacific made quick progress along the Sacramento Valley. However construction soon slowed, first by the Sierra Nevada mountains and then by winter snowstorms. The mountains required tunneling, a slow, expensive, and dangerous process. The holes were then filled with black powder explosive. The workers developed a method, perhaps based on Chinese technique, of placing explosives on the side of cliffs while working from large suspended baskets. The baskets were then rapidly pulled to safety after the fuses were lit. Durant used proxies to control about half the stock of the railroad. The law provided payment by the mile, so the railroad built many miles of track rambling around the countryside, mostly on land Durant owned, never venturing further than 40 miles from Omaha. With the end of the Civil War came increased government supervision. The Union Pacific began laying track west. It is ironic that Abraham Lincoln, known for ending Black slavery in the US, was also responsible for the railroad that destroyed much of Native American culture. Engraving by Vaningen Snyder. Westward construction proceeded very quickly over the open terrain of the Great Plains. Soon, however, they entered Indian-held lands. The Native Americans saw the railroad as a violation of their treaties with the United States. Some groups began to raid the labor camps along the line. Union Pacific responded by increasing security and by hiring marksmen to kill bison commonly known as American buffalo which were both a physical threat to trains and the primary food source for the Plains Indians. The pointed wedge of iron bars at the front of early train engines was called a "cow catcher". It served the same purpose for bison, lifting and pushing the errant beast to the side, preventing derailment of the train but usually killing the animal. As tourists began streaming west, some amused themselves during the long journey by shooting bison from the windows of their rail cars. Most killing of bison, though, was for the fine leather of their skins, useful both for clothing and as belts for industrial machines. The rail line gave the hunters convenient access to markets, and soon there was a widening gap in the bison herd as the hunt progressed outward from the rails. Estimates put the population of bison at the beginning of the 19th century at 30 to million over all of North America. From this tiny remnant a few conservationists were able, over time, to restore the species to stability. It was here on May 10, that Governor Stanford drove the Golden Spike or the Last Spike , that symbolized the completion of the transcontinental railroad. Few were aware that the spike was merely gold plated, gold being much too soft for the purpose, and probably not billable. Indeed, there were four spikes driven that afternoon. A message was then transmitted over the new telegraph lines that read: There was great celebration around the country, travel time from coast to coast had been reduced from six months to one week. It has been noted that no Chinese workers are present in this famous photograph of the Golden Spike ceremony, despite having done half the work. Such were the times. Photo by Andrew Russell, The First Transcontinental Railroad Journey Despite the publicity for the "last spike", the American rail network did not yet actually run to either coast. In August the final connection was made. The Union Pacific RR was in bankruptcy less than three years after the completion of the line as details surfaced about overcharges by Credit Mobilier for the building of the railroad. The scandal was one of the biggest of the 19th century. Remnants of the Line and Information for Travelers Promontory Summit was bypassed by a shorter route in , the rails there were pulled up in and recycled for the war effort. This began with a ceremonial "undriving" at the Golden Spike location. While the original rails and ties have long since been replaced, and the roadbed has been upgraded and repaired, the lines generally run on top of the original grade. In many areas where the original line has been bypassed and abandoned, primarily in Utah, the former route is still obvious. Amtrak runs the California Zephyr rail service using the original

Transcontinental Railroad route from Sacramento to Winnemucca, Nevada. The Zephyr often uses the original route on the westbound runs from Winnemucca to Wells, Nevada. The eastbound runs between these towns usually use more recent tracks. Today the rail line moves through a far different countryside. Wheat fields fill the plains instead of bison, condos have replaced the Indian Tipi. But people still ride the train to visit their family and children still wave as the train passes by. In another hundred years they probably still will. The Transcontinental Railroad Information extensively revised and edited from Wikipedia and other sources. Wikipedia material is subject to the terms of use of Wikipedia. How did this ancient culture build pyramids larger and more precise than we could build today?

Chapter 9 : Transcontinental Warranty | USAO-SDIL | Department of Justice

The transcontinental railroad was built in the s to connect Council Bluffs, Iowa, with the San Francisco Bay and revolutionize transport in the U.S. Origin of the Transcontinental Railroad The s were a time of westward expansion for the United States.

A transcontinental railroad in the United States is any continuous rail line connecting a location on the U. The first concrete plan for a transcontinental railroad in the United States was presented to Congress by Asa Whitney in . Its construction was made possible by the US government under Pacific Railroad Acts of , , and Begun just before the American Civil War , its construction was considered to be one of the greatest American technological feats of the 19th century. Known as the "Pacific Railroad" when it opened, this served as a vital link for trade, commerce, and travel and opened up vast regions of the North American heartland for settlement. Shipping and commerce could thrive away from navigable watercourses for the first time since the beginning of the nation. It replaced most of the far slower and more hazardous stagecoach lines and wagon trains. The number of emigrants taking the Oregon and California Trails declined dramatically. The sale of the railroad land grant lands and the transport provided for timber and crops led to the rapid settling of the "Great American Desert". It recruited Cantonese laborers in China, who did prodigious work building the line over and through the Sierra Nevada mountains and then across Nevada to their meeting in northern Utah. One motive for the Gadsden Purchase of land from Mexico in was to obtain suitable terrain for a southern transcontinental railroad, as the southern portion of the Mexican Cession was too mountainous. The Southern Pacific Railroad was completed in . The Pacific Railroad Act of based on an earlier bill in authorized land grants for new lines that would "aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean". This route connected to the eastern rail network via the Hannibal Bridge across the Missouri River at Kansas City completed June 30, , passed through Denver, Colorado , and north to the Union Pacific Railroad at Cheyenne, Wyoming , making it theoretically possible for the first time to board a train at Jersey City, New Jersey , travel entirely by rail, and step down at the Alameda Wharf on San Francisco Bay in Oakland. Tracks were extended north through Salt Lake City , while simultaneously building south and eastward toward Grand Junction. The break of gauge made direct interchange of rolling stock with standard gauge railroads at both ends of this bridge line impossible for several years. Standard gauge operations linking Ogden and Denver were completed on November 15, . The Completion Ceremony was held on September 8, , with former U. Grant contributing to driving the Final Spike. Hill in ; it stretched from St. The two were connected on February 1, , thus forming an additional link between the Midwest and southern California. Paul or Milwaukee Road completed a privately built Pacific extension to Seattle. On completion, the line was renamed the Chicago, Milwaukee, St. Although the Pacific Extension was privately funded, predecessor roads did benefit from the federal land grant act, so it cannot be said to have been built without federal aid. Spreckels completed his privately funded San Diego and Arizona Railway in , thereby creating a direct link via connection with the Southern Pacific lines between San Diego, California and the Eastern United States. Hurricane Katrina cut this rail route in Louisiana in . The train now runs from Los Angeles to New Orleans. The Gould System[edit].