



The story of America's first transcontinental railroad is legend. In 1853, Congress authorized surveys of potential routes for the "Pacific Railroad," which were completed in 1855 and identified a Northern Pacific, a Central Pacific, and two Southern Pacific routes. The 1862 Pacific Railway Act chose the Central Pacific route due to gold in northern California, silver in northern Nevada, and the absence of Southern Congressmen -- due to the Civil War -- to advocate for a Southern Pacific route, which would have been a much easier build. The Act specified two railroad charters: the Union Pacific Railroad would build railroad and telegraph lines west from the eastern shores of the Missouri River at Council Bluffs, Iowa, and would meet the Central Pacific Railroad and telegraph line built eastward from the navigable waters of the Sacramento River in California. On January 8, 1863, grading for the CP commenced at "K" Street at the waterfront of the Sacramento River and the first rails were laid later that year. The CP crossing of the Sierra Nevada required 15 tunnels, the most difficult being the summit tunnel at Donner Pass, and other engineering feats. The first train passed through the Donner Pass summit tunnel on June 18, 1868, and thanks to advance work, the first train arrived in Reno the next day. From Reno, the CP had relatively clear sailing as it wound its way around the normal-fault mountain ranges and across the flat alluvial valleys of northern Nevada, including this location at Carlin, Nevada, and then through northwest Utah to meet the UP on May 10, 1869, at Promontory Summit, Utah, henceforth binding the nation. The CP was absorbed into the Southern Pacific over time, starting with a lease in 1885 and finally a full merger in 1959, and in 1996 the SP was absorbed into the UP.

Northeastward view of the CP (1869) and sidings, now UP, at Carlin. In 1901-1903, the SP slightly re-aligned the route west and east of Carlin, moving just north of the CP alignment, but the tracks within town are on the original 1869 alignment. In 1868, the CP established Carlin the eastern terminus of its Humboldt Division. The multiple tracks and large empty areas around them hint at the former railroad activity. In the early 1900's, ice became an important industry for Carlin; ice was harvested from manmade pond every winter until 1969. During the 1960's, the discovery and subsequent development of the Carlin Trend, a massive deposit of microscopic gold, made Carlin the center of one of the world's most important precious metal mining operations. As far as I can tell, the railroad was never used for ore shipments from Carlin due to its development in the age of automobiles/trucks.



In 1909, the Western Pacific Railroad's Feather River Route was completed between Oakland, California, and Salt Lake City, Utah, via Beckwourth Pass, to compete with the Southern Pacific's (original Central Pacific [1869]) route over Donner Pass. While significantly longer and more difficult, the WP's crossing of the Pacific Crest at Beckwourth Pass is about 2,000 feet lower than the SP/CP Donner Pass Route (elevation about 7,000 feet). The engineering key to the WP's Feather River Route was a crossing from the North Fork Feather River watershed to the Middle Fork watershed – to avoid the lower part of the Middle Fork – at a location called Spring Garden, which required the longest tunnel on the route as well as a loop. Once over Beckwourth Pass the WP, like the CP 40 years earlier, had relatively clear sailing across northern Nevada and into Utah.

Northwestward view of the WP (1909) in the foreground and the CP (1869) two blocks distant (where the residential street is broken by a fence and an easement), both now UP, in Carlin. West of Carlin, the WP crosses the CP and both cross the Humboldt River, so the CP is north of the WP and both are north of the river. The WP is a single track with no sidings or evidence of past sidings and may have handled little if any local traffic.