Bureau of Land Management
Transcontinental Railroad
National Backcountry Byway
(4-wheel-drive road)
Camp Victory Site (Rozel)
Central Pacific crews broke for lunch here in their race to lay the most track in one day.
Begin West Grade Auto Tour
Closed December to May
Miles of track laid per day quickly became a contest between the two railroads. In early April the Union Pacific laid 8.5 miles of track in one day and then bet the Central Pacific $10,000 that they could not better the record. On April 28, 1869, the Central Pacific won the bet.
one-way
NORTH PROMONTORY MOUNTAINS
A World Record
Central Pacific crews finished their 10-Mile Day here, having laid 10 miles and 56 feet of track.
CENTRAL PACIFIC GRADE
UNION PACIFIC GRADE
Optional exit from tour route
PROMONTORY HOLLOW
Kings Peak
5666ft
1727m
To Locomotive Springs
Golden Spike Drive
Golden Spike Drive
Last Spike Site
Here at Promontory Summit the Union Pacific and Central Pacific rails were joined.
CENTRAL PACIFIC GRADE
UNION PACIFIC GRADE
Engine House
(locomotive winter storage)
To reach the West Grade Auto Tour, drive 7 miles west from the visitor center.
Visitor Center
Park Headquarters
4905ft
1495m
PROMONTORY
Begin East Grade Auto Tour
one-way
Last Cut
Chinese Arch
One of the Union Pacific's most difficult areas of construction was here, as they climbed the Promontory Mountains. In the space of just eight miles, the Union Pacific blasted five cuts through solid rock, building four trestles and four fills.
MOUNTAINS
Big Fill Loop Trail
Big Fill
Big Trestle Site
Big Fill/Big Trestle Viewpoint
East of the Promontory Mountains, the Central Pacific and Union Pacific railroad grades crossed each other several times. In some places, they used the same grade.
To 84 and Boise, Idaho
ATK
Blue Creek
Golden Spike Drive
83
To 15 and Brigham City
To Promontory Point
North
0 0.5 1 Kilometer
0 0.5 1 Mile
Golden Spike National Historical Park
Auto tour route (unpaved)
Unpaved road
Hiking trail
Self-guiding trail
Picnic area