

## CHAPTER 7.     **PROGRESS TOWARD PROMONTORY SUMMIT**

Of particular concern to understanding the archaeological manifestations of the railroad is the engineering, construction and operating history of the rail route between Corinne and Rozel, Utah. Initial examinations of possible routes for the proposed railroad line through the northern portion of Utah occurred as early as 1863, when Peter A. Dey, operating under the direction of UP Vice President T. C. Durant conducted preliminary explorations of the Wasatch Mountains. In 1863 and 1864, Samuel Reed, the General Superintendent and Engineer of Construction for the UP examined passes in western Wyoming and Utah through which the railroad could be constructed (Rigdan 1951:1480). Reed recommended constructing the railroad from Echo Summit and down along the Weber River.

Following these initial reconnaissance surveys, more detailed surveys were carried out by engineers under the direction of Chief Engineer G. M. Dodge in 1867. During 1868, final location surveys were made from the mouth of Weber Canyon to Humboldt Wells in Nevada. The map of this final survey was filed in the office of the Secretary of the Interior in November 1868 (Rigdan 1951:1480). Engineers, who worked under the direction of Dodge, included J. Blickensderfer, Thomas H. Bates, F. S. Hodges, J. F. McCabe, and George W. Hitz (Rigdan 1951:1481).

At the same time, the CP was making its own surveys for the transcontinental route through the area. These surveys were carried out under the direction of Engineer Butler Ives and his assistants William Epler and S. M. Buck (Rigdan 1951:1481). In 1867, CP engineers explored the Wasatch Range, valleys and basins and to the Ham's Fork River in Wyoming. In 1868, the CP engineers filed their preliminary survey with the Department of the Interior (Rigdan 1951:1481).

Track laying work and telegraph line construction for the whole of the UP was undertaken by the Casement Brothers, Jack and Dan. They also carried out some of the grading. This represented the first major job for the two brothers, working under the company name J. S. & D. T. Casement. General Dodge described how the Casement brothers worked (Figures 7.1 and 7.2):

The entire track and a large part of the grading the UP Railway was done by the Casement brothers, General Jack Casement and Dan Casement. General Casement had been a prominent brigade and division commander in the western army. Their force consisted of 100 teams and 1000 men, living at the end of the track in boarding cars and tents, and moved forward with it every few days. It was the best organized, best equipped and best disciplined track force I have ever seen. I think every chief of the different units of the force had been an officer of the army, and entered on this work the moment they were mustered out. They could lay from one to three miles of track per day, as they had material, and one day laid eight and a half miles. Their rapidity in track laying as far as I know, has never been excelled. I used it several times as a fighting force, and it took no