Guide to the Western Pacific Construction Agreements MS 712

Library & Archives Staff
California State Railroad Museum Library & Archives
2019-09-24
111 "I" Street
Sacramento, California 95814
Library.CSRM@parks.ca.gov
URL: http://csrmf.org/visit/library
Language of Material: English
Contributing Institution: California State Railroad Museum Library & Archives
Title: Western Pacific Construction Agreements
source: Wyatt, Kyle K.
Identifier/Call Number: MS 712
Physical Description: 1 Linear Feet (3 manuscript boxes)
Date (bulk): bulk
Abstract: Collection contains agreements for construction between Utah Construction Company and Western Pacific main line, agreements between Western Pacific Railway and construction companies and Boca & Loyalton Railroad reports.

SMCC (I2.210.N7)
Scope and Contents
The collection contains construction agreements and contracts between Utah Construction Company and Western Pacific Railway between 1905-1915 relating to the construction of the mainline between Oroville, CA and Salt Lake City, Utah; agreements between Western Pacific Railway and construction companies for buildings, section houses, depots, the Oakland Mole, Boca & Loyalton Railroad Annual Reports to the ICC and a physical valuation for the railroad from 1912.

Conditions Governing Access
Collection is open for research by appointment
Arrangement

Conditions Governing Use
Copyright has not been assigned to the California State Railroad Museum. All requests for permission to publish or quote from manuscripts must be submitted in writing to the CSRM Library & Archives.

Preferred Citation
[Identification of item], Western Pacific Construction Agreements Collection, MS 712, California State Railroad Museum Library and Archives, Sacramento, California.

Biographical / Historical
The Western Pacific Railway Company was in operation from 1903 (incorporated June 6, 1903) until it was reorganized and renamed the Western Pacific Railroad Company on June 6, 1916. WP lands stretched from the San Francisco Bay through California and Nevada to Salt Lake City, Utah, and north-south from the Feather River Canyon to near the Oregon line. Construction on a line between San Francisco and Salt Lake City began in the fall of 1905. Despite a court challenge by Southern Pacific to prevent construction, Western Pacific workers successfully erected a waterfront terminal at Oakland.

On November 1, 1909, after a series of delays and cost overruns, the last spike was driven on the Spanish Creek bridge in the Feather River Canyon. This new line, known as the Feather River Canyon Route, was 924 miles long and included 41 steel bridges and 44 tunnels. It was significant because it was competitive with the Southern Pacific Overland Route, the original transcontinental route. It crossed the Sierra at 5,000 feet, a lower elevation than the Southern Pacific line’s 7,200 ft. elevation, and thus faced fewer problems with the weather. The Western Pacific grade, at 1%, and a 10% curvature, made navigation on this line easier than Southern Pacific’s. Through freight service on the Feather Canyon Route began on December 1, 1909 and passenger service commenced in August of 1910.

Utah Construction Company was a construction company founded in 1900 by Edmond Orson Wattis, Warren L. Wattis and William H Wattis. In 1906 the company was awarded the contract to build the Feather River Train route for the Western Pacific Railway and completed construction in 1911. The Feather River Route connected the cities of Oakland, California and Salt Lake City, Utah.

Subjects and Indexing Terms
Western Pacific Railroad Company
Boca & Loyalton Railroad
Utah Construction Company
Railroads--Buildings and structures--United States--Congress
Construction
Construction contracts--Management
Corporation reports--U.S.
Wyatt, Kyle K.

box 1  Utah Construction Company bulk
   Scope and Contents
   This series contains construction agreements and contracts between Utah Construction Company and Western Pacific Railway between 1905-1915 relating to the construction of the mainline between Oroville, CA and Salt Lake City, Utah.

box 1, folder 1  California-Nevada State Line to Hot Springs, Nev., Agreement bulk
box 1, folder 2  Deeth to Desert, Arnolds Loop Construction, Agreement, Amendments, Certificates bulk
box 1, folder 3  Deeth to Great Salt Lake, Payments bulk
box 1, folder 4  Oroville to Calif-Nev State Line, Agreement & Extensions bulk
box 1, folder 5  Oroville to State Line, Preliminary Agreement bulk
box 1, folder 6  Salt Lake City to Silver Zone Pass, Agreement bulk
box 1, folder 7  Spanish Creek to Beckwith Pass, Certificates of Completion 1910
box 1, folder 8  Winnemucca to Deeth, Nev., Agreements, releases & Indemnities bulk
box 1, folder 9  Winnemucca to Beowawe, Agreement bulk
box 1, folder 10  Supplemental Agreement (draft) bulk
box 1, folder 11  Construction Contracts, Minutes & Resolutions bulk
box 1, folder 12  Summary of Checks Drawn 1907

box 2  Construction Agreements bulk
   Scope and Contents
   This series contains agreements between Western Pacific Railway and construction companies for buildings, section houses, depots, and the Oakland Mole.

box 2, folder 1  C.P Gilmore, Agreement; Nicolaus Section Buildings 1909
box 2, folder 2  C.P. Gilmore, Agreement: Tesla jct. Section Houses 1909
box 2, folder 3  J.J. Murray & Co., Agreement, Construction of Standard Combination Depots 1909
box 2, folder 4  G.D. Patterson Co., Agreement, Construction of Oakland Mole 1909
box 2, folder 5  Ransome Concrete Co., Agreement, Construction of train shed at Oakland Mole 1909
box 2, folder 6  Ransome Concrete Co., Agreement Jeffery Shop Walls 1910

box 3  Boca & Loyalton Railroad bulk
   Scope and Contents
   This series contains Boca & Loyalton Railroad Annual Reports to the ICC from 1911-1916. Included is a physical valuation for the railroad from 1912.

box 3, folder 1-6  Annual Report to ICC bulk
box 3, folder 7  Physical Valuation - California Railroad Commission 1912