Annotated Bibliography

PRIMARY


This source showed us the effect that the Transcontinental Railroad made on the environment and people that were around before its construction, good and bad.


The source is mainly about all the historical dates. The main idea is about the effects of the transcontinental railroad.


This source showed my how the Transcontinental Railroad was completed. It showed us the importance of the Railroad because of the celebration going on in the background.


This article shows the work that the Chinese had to perform. I noticed that the Chinese were smiling and clearly glad they got a job. This piece suggests that the Chinese made up most of the workers. It is a symbol of Chinese work and how they would do it in large numbers for cheap.

“Golden Spike Ceremony.” The National Archives and Records Administration, National
Archives and Records Administration,

This image depicts the “Golden Spike Ceremony” where the last spike was hammered into the railroad. This signified the end of construction.

Joining of Tracks, Promontory, Utah.
https://blogs.loc.gov/inside_adams/2019/05/may-10-1869-promontory-summit-and-the-transcontinental-railroad/

This shows the trains and people right before the celebration. I noticed that the trains represent the two parts of the U.S and how they made them touch symbolizes the union of the East and West.

“Joining the Tracks for the First Transcontinental Railroad, Promontory, Utah, Terr., 1869.”
PBS, PBS, 10 May 2001,

This image shows everybody gathered around the railroad after its completion. It shows how it was such a big event in history and important.

“The Last Rail” “Daily Alta California, Volume 21, Number 6993, 12 May 1869.” Daily Alta California 12 May 1869 - California Digital Newspaper Collection,
cdnc.ucr.edu/?a=d&d=DAC18690512.2.10&srpos=3&e=-------en--20--1--txt-txIN-------1.

This newspaper was published on May 12, 1869, and has been preserved. It has led us to facts that I am using even now.

Pacific Railway Act, July 1, 1862; Enrolled Acts and Resolutions of Congress, 1789-1996;
This Primary Document was an Act published in 1862 that discussed the construction of the Transcontinental Railroad. It talks about the timeline, route, money, etc.

SECONDARY

BOOKS


This book covers the entire process of building the railroad from well before the start to the end. It is a joy to read and I recommend it to anyone who wishes to learn more about the topic.


This source told us about the Transcontinental Railroad ended the Native Americans. I also learned of the consequences that the Native Americans faced. Another thing I learned was about the scandals and greediness of the companies who built it and were associated with the project.


This book was a rundown about everything from the distance of the tracks to the Civil War impact. This book was very helpful and provided us with many quotes listed in my project.


Along with the Jean Blashfield book, this book was a sum of information that was greatly helpful
in the long for our project. It talked about the struggles of traveling, the Civil War and how it impacted the Railroad.


This book talks mainly on how the railroad was postponed for many years but still managed to be built before the estimates said it could even be done.


This source talks about how before the railroad, people were coming up with the idea and California was supportive as they wanted better communication and faster travel. After, the Native Americans were forced out of their home and all the buffalo were killed while farmers were selling their land. It also greatly grew the West. It also talks about the Construction during which can be found in other sources.

**DOCUMENTARIES**


This documentary is about how the transcontinental railroad brought the entire continent of America together.


This source describes the life that travelled along with the construction of the railroad, the construction itself, and the life before and after. The world was changed in many ways from before to after the completion of it.
“Chinese in the Frontier West - An American Story.” Loni Ding,
This source showed us how the Chinese affected the construction of the Railroad for the better. Without the Chinese, the railroads would not have been completed in just nine years.

REFERENCES
This reference taught us a lot about the Westward expansion and how the Transcontinental Railroad helped it. The Westward expansion was made a lot easier because of the Railroad.

This source has a lot of information about the effects of the railroad, specifically ease of transportation. The article is all about the transcontinental railroad and starts even before the railroad was even thought of. It covers other similar railroads and tells the reader many things about its significance. It goes over how much this helped with transportation, and lightly touches on the building of it.
Chesley, Kate. “First Transcontinental Railroad and Stanford Forever Linked.” Stanford News, 15 May 2019, news.stanford.edu/2019/05/08/first-transcontinental-railroad-stanford-forever-linked/. This source tells us about the route of the transcontinental railroad and has many photos taken at the time. Stanford University, where this source came from, was founded by Leland Stanford who was on of the “Big Four.”


Rothstein, Edward. “The Transcontinental Railroad as the Internet of 1869.” The New York
This article is mainly about the effects of the transcontinental railroad on people. It claims that it became the internet of 1896. It went into many levels of detail about the celebration and reveal of the railroad. It talks about the ceremony and goes into detail about the before and after effects.


This reference article describes how the railroad was built. It goes into detail describing how the project was postponed because of the Civil War and how both of the railroad companies worked to get the job done.


This source talks about the time when the railroad was being built with construction methods, routes they took, and the protests along the way.

WEBSITES

This Source told us so much about foreign nations and how their railway technology has advanced over the years. Some nations where ahead and some were behind us.


This source has a great picture of Asa Whitney that we used in our timeline. He is facing left and has a serious face.


This is a picture of the California flag. The creation of California was one of the major events in the railroad because California was a key place for the railroad.


This image shows a picture of Representative Oakes Ames of Massachusetts who was a major part in the scam.


This is a picture of the Central Pacific building in Sacramento.


This is a picture of Charles Crocker, one of the members of the big 4; the top investors of the CP.

This is a picture of Collis P Huntington, one of the members of the big 4; the top investors of the CP.


This source has an amazing landscape picture of Donner pass, the area that Judah surveyed in 1860.


This is an image of Leland Stanford, one of the members of the big 4; the top investors of the CP.


The Source told us about the impact the Transcontinental Railroad had on the modern world that we live in today. Much has changed since the 1860s and we have advanced in so many ways.

How Central Pacific Laid Ten Miles of Track in One Day Back in 1869,
This is an image of the sign planted by the CP when they laid 10 miles of track in one day.

www.history.com/topics/american-civil-war/abraham-lincoln-assassination.
This photo shows a painted scene of Abraham Lincoln’s assassination. This fits into the topic because Lincoln was one of the most important supporters of the railroad.

This source talks a lot about the Big Four who founded the Central Pacific Railroad company and constructed all the buildings in the West. It walks the reader through the construction of the railroad.

This source talks all about how the Chinese had a major impact on the Transcontinental Railroad. Without the Chinese, the Transcontinental Railroad would have been more difficult and expensive to complete.

This is a picture of
Mark Hopkins, one of the members of the big 4; the top investors of the CP.


This is a picture of a newspaper article that went against the Credit Mobilier, eventually causing it to be shut down.


This is a picture of Greenville Dodge, standing up in a suit. Dodge was one of the most important if not the most in the building of the UP’s side of the railroad.


This is the 1864 Pacific Railway Act that was updated to allow land grants to be worth double to the railroad to help them pay off the company's great debt.


This is an image of the Chinese workers when on strike.

This is a picture of Durant, a very important person in the UP.


This is an image of the completion of the railroad. It takes place as the last spike is being nailed in.


This source was very good on information about the inside of the Donner tunnels which we did not have much informations about. We used this on the Break page.


This is a picture of Omaha, Nebraska, where the UP started laying track.


This is a picture of the Pacific Railway Act of 1862. It is excellent quality and is on our timeline.


This is a portrait of Theodore Judah in 1863, before he died later that year. It is a great quality picture and is on our timeline.
The First Transcontinental Railroad (known originally as the "Pacific Railroad" and later as the "Overland Route") was a 1,912-mile (3,077 km) continuous railroad line constructed between 1863 and 1869 that connected the existing eastern U.S. rail network at Council Bluffs, Iowa with the Pacific coast at the Oakland Long Wharf on San Francisco Bay. The rail line was built by three private companies over public lands provided by extensive US land grants. Construction was financed by both state and US When the Transcontinental Railroad was complete, Chinese laborers made up over 90 percent of Central Pacific's workforce. Although working on the railroad was a risky job for all laborers, Chinese workers faced more challenges than their white counterparts did. The Chinese were subject to suspicion and racial slurs from other workers. They were also subject to certain company policies that their non-Chinese colleagues did not have to face. Despite their hard work, the Chinese experienced discrimination for generations after the completion of the railroad. California laws prevented them from being admitted as witnesses in court, voting, and becoming naturalized citizens. Chinese schoolchildren were also subject to segregation. Railroads challenged several of the "Granger laws" in court, claiming that they were unconstitutional. The Supreme Court rejected this claim in "Munn v. Illinois" on the grounds that.

Which of the following best describes Andrew Carnegie's practice of acquiring companies that provided raw materials and services for his steel business? View Answer. VIEW MORE. Revise with Concepts. Big Business and Labor Unions (1865 - 1900).