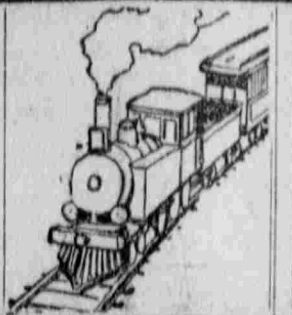


THE RAILROADS

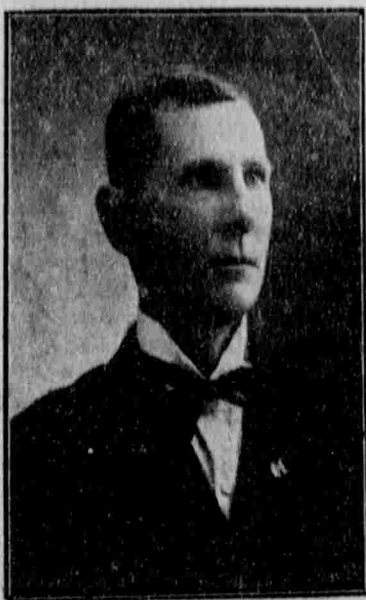
Great Properties Have Been Transferred and Consolidations Consummated.



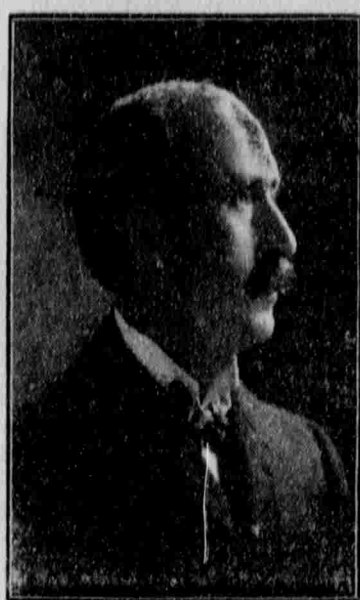
OF UTAH IN 1901.

The Current Year Has Been Marked By Many Important Changes.

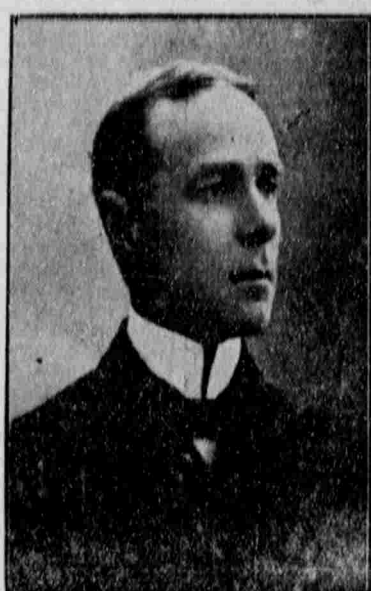
The Utah and Pacific, Built by A. W. McCune and Associates, Bought by the Union Pacific and Absorbed Into the Oregon Short Line—Lucin-Ogden Cut-Off Across the Great Salt Lake Abandoned after the Death of C. P. Huntington—New Route Surveyed Around South End of the Lake for Entrance of Southern Pacific Into This City—According to All Calculations this Work Will Not be Long Delayed.



CHARLES A. WALKER.



DONALD ROSE.



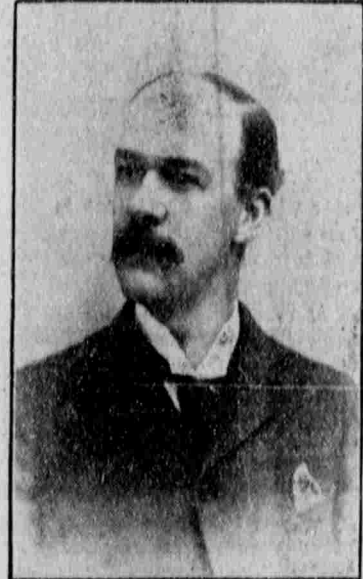
J. D. KENWORTHY.



HOYT SHERMAN.



DAVID R. GRAY.



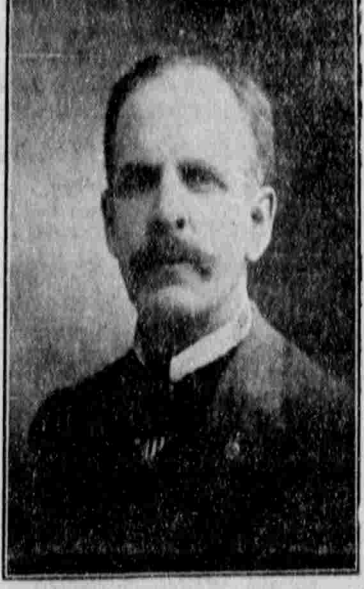
J. E. OGLESBY.



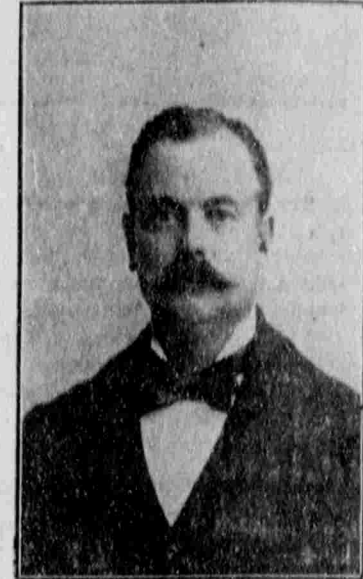
RICHARD F. NESLEN.



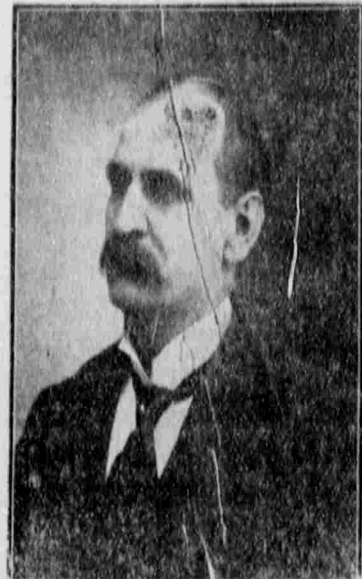
WILLIAM H. DONNELL.



CHARLES F. WARREN.



CHRESTUS A. TRIPP.



LANDON L. DOWNING.

THE history of the current year in the local railroad world has been one of unusual interest; in fact, the news in this department of local intelligence has been watched with a zest second to no other line of industrial activity. Great properties have changed hands, new lines have been projected, schemes of consolidation have been sprung and mileage has been increased. And it is observed that most of the happenings of note transpired in the earlier part of the year. The Utah & Pacific which was built to the Nevada state line, but which went no further because of the hostile attitude of C. P. Huntington, was bought by the Union Pacific and absorbed into the Short Line system. This was hastened by the evident determination of Senator Clark to push his line through from Los Angeles to Salt Lake, and by the purchase, the senator was prevented from acquiring seventy-four miles of road already built, if he had had intentions to purchase.

But the senator and his associates were not to be headed off and they met and incorporated in Salt Lake City both railroad and construction companies necessary for the successful inception of the new enterprise. Active operations were begun east of the Nevada line and at the same time the Short Line began construction operations also in the same direction. The excitement and several clashes that occurred on the grade that was claimed by both parties are matters of history, but fortunately before anything serious occurred, the fight was taken into the state and United States courts. An agreement has been reached whereby the rival lines are now running lines for right of way parallel to each other down the Meadow Valley wash, and both sides are making rapid progress. The Pioche grade from Clover Junction has been completed, and rails can now be laid. There is no dispute over this line and the Short Line people are putting it into operation at any time. What will be the outcome of the present legal arrangement remains to be seen.

The year has been of interest and uncertainty in connection with the movements of the Central Pacific which at the time of Mr. Huntington's death, was preparing to build a short cut to Ogden across the great lake, thus avoiding the heavy Tennesse Valley grade and saving distance, money and cost of operation. Material was even stacked up at Lucin station preparatory to beginning work when Mr. Huntington died. President Hayes failed to approve of the plan and it died at its inception. Then the scheme of building south of the lake was sprung, and a corps of engineers ran lines from Lucin, Wells and Tecoma on the main line, south of the lake to this city, and it was found entirely feasible. But nothing further had been done. The Southern Pacific fell into the hands of the Union Pacific representing the Harriman interests, and with the segregation of the Central from the Southern Pacific system and its addition to the Union Pacific system the proposed cut off waits on the pleasure of Mr. Harriman for his decision. The proposition has stirred up Ogden in opposition, as is very natural, and it has also stirred up hopes of realization in Salt Lake where its consummation would prove a great boon for the north part of the city, besides adding to the prestige of the city at large as a growing railway center.

There were "high hopes" that the narrow gauge road to Stockton which belongs to the Short Line, would be broad gauged and rebuilt. But nothing has been done beyond making the repairs with longer ties. However, widening the gauge will soon be imperative as the motive power and rolling stock are fast wearing out, and it will not pay to rebuild them. This line passes Garfield, and if the Central Pacific builds south of the lake it must also pass Garfield and perhaps the

Stockton road will be absorbed into that.

Great interest has been manifested in the Rio Grande Western which is now a part of the Missouri Pacific system with the D. & R. G. bridge. It had been known for some time that the road was for sale to any one who was willing to pay the price, and the expected happened when George Gould put up this purchase price and the road ceased to be an independent line. Rumor now has it interested in prospective coast connections, and Mr. Gould has been busy in making deals.

There have been persistent reports of the Burlington extending into Salt Lake from Guernsey, Wyo., and six weeks ago it did look as though at last all difficulties had been solved and the extension would be built. But with the reported absorption of the Burlington into the Northern combine, the scheme went into a state of coma in which it remains. The Union Pacific is likely to remain. The future of the Salt Lake and Ogden road is uncertain. Mr. Bamberger is ready to sell at his price, and appearances would indicate that certain New York parties are about to make a deal with him with the possible view of extending the road to Ogden over the bench, reducing the distance from this city by six miles.

On the whole, the railway outlook as far as Utah is concerned, is promising.

Prominent railway officials predict a great future for this city, and not the least of that future is the promise it has of becoming a great railway center.

With the completion of the San Pedro road an immense traffic will be thrown in here, and that there will be a big increase of the population is certain.

Oregon Short Line.

The progress of the Oregon Short Line for the current year has been remarkable in all of its departments. In the building of the St. Anthony branch fourteen months ago was but the forerunner of continued construction this year, and what has been built during 1901 is in turn one of the forerunners of continued and valued construction for 1902. The year has also been unprecedented in the history of the corporation by reason of the contest with the San Pedro road in the courts as well as in the field, and the result of this dual contest is that the disputed territory is being occupied jointly although with different rights of way, and what once threatened to become an interminable wrangle and snarl, has now been straightened out, and the opposite sides of the Meadow Valley wash will be occupied respectively by the Short Line and the San Pedro road.

The year's construction began in February with the building of the Wyoming Western, a coal road running from Moyer Junction in Wyoming, to Glencoe, with a mileage of 19.32 miles. This road was constructed to open up the Cumberland and Glencoe coal mines which are now producing; the Cumberland mine, averaging 500 tons, and the Glencoe 1,000 tons daily, approximately.

The next move on the construction checkerboard was the acquisition in April of the Utah & Pacific road of 74.15 miles, running from Milford to Uvada near the Nevada state line, the price paid being reported at \$1,500,000. This road had been built by an independent company of which A. W. McCune was the president and who owned the controlling interest. It had been Mr. McCune's intention to go over into Nevada, but the hostile attitude of the Southern Pacific to any move of this kind, as being considered in the nature of a threat to continue into Southern Pacific territory, was believed to have been the occasion of the failure to proceed further. The Short Line immediately took possession and the Milford division was extended to cover the new line.

The third move, and a very important one, was the resurrection in May of the corpse of the old Utah, Nevada & California road, a Nevada corporation acquired some years previously by the Short Line, with the intention, by the most convenient season, probably

when Uncle Collis P. had climbed the golden stair, of making the jump into the sage brush state. The jump was taken sooner than expected, when it became apparent that the Los Angeles aggregation meant business, and it was a question of who'll get there first? This new line is 41 miles in length, and when built will be continued west of the present terminal of Calientes in the direction of California.

The Salmon River line, 85.5 miles north of Blackfoot, Ida., was a very important and fourth step on the construction boards. It was undertaken in June, was only completed last month, and opened railway connections to the town of Mackay on the Salmon river. But with the remarkable discovery in the Thunder Mountain district, a hitherto terra incognita, it is a foregone conclusion that the Short Line will extend this new line west to Challis, thence to Yellow Jacket, and thence directly into the new El Dorado, about 135 or 150 miles from Mackay. The total mileage of the Short Line is at present 1,038 miles, an increase over the mileage of the previous year of 236 miles.

The equipment of the road has increased to correspond with its development in other lines, and under the able management which has now for so long characterized its operating and mechanical departments, the equipment is in fine condition and is steadily improving in extent and efficiency. The company has received in the past twelve months five six-wheeled passenger acting switch engines from the Baldwin works; five of the same from the Cooke Locomotive works; eight mogul compound engines, ten ten-wheel passenger compounds, fifteen consolidation compound engines from the Baldwin works, one simple acting consolidation engine from the Cooke works, and one sixty-five-ton Shay engine, a total for the year of forty-five engines, representing an outlay of about \$540,000. Two very fine dining cars were received from the Pullman shops, also four large baggage cars, fifteen cabooses were received from the American Car and Foundry company and 300 gondola pressed steel cars.

The tonnage of the Short Line has increased in a marked degree, the principal features being the large increase in coal and mineral products owing to the growth of the smelting interests both in this valley and at other points on the system, while the extension of the beet sugar plants has largely contributed. A satisfactory array of figures are unfortunately not available owing to the disastrous fire which destroyed the bulk of the records making compilation of figures at present time of writing out of the question.

Under the present energetic management, the Short Line has expended one million dollars in improvements alone during the year. These improvements included rectifying and rehabilitating grades, building new grades and rights of way, new bridges and buildings, turntables, side tracks, lining tunnels, etc. And with the constantly increasing demands of railway traffic, the outlays for improvements will continue.

The company averaged 5,500 employees during the current year, the highest number being reached in September when the total was 5,965, as against 4,638 for the same month in the previous year. The traffic handled by the road is steadily on the increase, and the earnings for the year will approximate \$1,000,000, an approximate increase of \$241,453.20.

The freight revenues were \$3,642,253.84, an increase of \$248,566.08 over the previous year. Passenger revenues were \$1,096,383.52, an increase of \$133,752.96. Express, mail and miscellaneous were \$197,584.81, an increase of \$14,284.67. The operating expenses were \$3,223,238.76, an increase of \$507,229.66. The expenditures for maintenance of way and structures were about \$187,000 more

than the previous year, of which \$113,600 was in renewals of rails and ties. The funded debt at the close of the year was \$7,746,600, out of a total authorized of \$28,200,000, of which \$15,200,000 are first trust mortgage 4 per cent bonds, and \$12,750,000 first consolidated mortgage 4 per cent bonds; \$19,000,000 of the first consolidated mortgage bonds have been sold for the purpose of acquiring securities of other companies, for new equipment and for expenditures in extensions and where they were inadequate for traffic, and \$281,800 for construction of fourteen and one-half miles of extensions.

For improvements and additions to the property there were expended during the year an amount of bridges, buildings, fences, spurs, sidings, water plants, rights of way, etc., \$10,670.37, and for new equipment \$250,253.30, making a total of \$359,923.67, which was charged to capital account for traffic. During the year 1,546 tons of new 75-pound steel rails were laid, releasing 66-pound rails, which were used in replacing lighter rails on branches where they were inadequate for traffic. The equipment was increased during the year by the addition of eleven locomotives, fifty steel coal cars with hoppers, nine passenger cars, one dining car, two cabooses and one construction car, all of which were charged to capital account, except thirteen of the steel coal cars, which were sold for out of the construction fund of the Carbon County Railway company, the securities of which are owned by this company.

Rio Grande Western.

The Rio Grande Western as a distinct and independent unit no longer exists, having been acquired early this year by the Denver & Rio Grande, which in its turn has become a part of the Missouri Pacific system, so that the Western is practically at this writing the western division of the Missouri Pacific. President Palmer and Vice President Dodge have retired, and the general traffic manager, general freight agent and general passenger agent of the Western have become assistants of general officers in the Rio Grande system, the general offices being in Denver.

The annual report of the Western for the fiscal year ending June 30 of the current calendar year shows the income of the company, including \$50,400.21 interest on loans, etc., was \$1,967,007.23, an increase of \$423,709.67, compared with the previous year.

The gross receipts from operation were \$1,907,306.38, being an increase of \$396,603.71. The operating expenses were \$3,223,238.76, an increase of \$507,229.66. The net earnings from operation were \$1,934,968.23, being \$110,825.95 less than for the previous fiscal year. The increase in gross receipts from operation was 8.79 per cent; in expenses 15.63 per cent, and the decrease in net earnings 6.15 per cent.

The charges direct to profit and loss during the year were as follows:

Five per cent dividend on common capital stock, paid Aug. 31, 1900, \$300,000; betterments, \$50,000; insurance fund, \$25,000; contribution to sufferers from the explosion in Winter Quarters mine of Pleasant Valley Coal company, \$10,000; settlement of sundry items accruing prior to July 1, 1900, \$27,768.67; total, \$627,768.67, making a net decrease in profit and loss account of \$241,453.20.

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Progress Being Made by Senator Clark's Forces in Building the San Pedro, Los Angeles and Salt Lake Railroad to the Pacific Coast Construction Impeded by Litigation—No Little Contract Work, However, Has Been Done, and Valuable Rolling Stock Has Been Purchased—Doubtless Means a New Transcontinental Connection for Utah, Salt Lake and Los Angeles Both Much Interested—Will Greatly Increase the Business of the Two Cities.

There have been expectations of a large shop in this city, but the transfer to the Gould interests have stopped that, and the shops continue as they were. A noteworthy feature has been the addition of the immense consolidation engines of the 700 class, the largest locomotives ever seen in this country, to haul the coal trains between the Pleasant Valley mines and Ogden. They are Vanderbilt compounds, while the engines of the 600 class, almost as large, are of the Richmond type of compound, with the high pressure cylinder on one side and the low pressure cylinder on the other. Some of these tourists remained in the mountains several weeks if not months, while many stopped only a few days. An epitome of the tourist business done over the Denver & Rio Grande between June 1 and November 1 of the current year is as follows:

Colorado tourist tickets deposited at Denver, Colorado Springs and Pueblo, 42,700. Round trip tickets to Colorado points, such as home seekers and others, 1,000. Tourist tickets deposited with local agents at Glenwood Springs, 905. Tourist tickets deposited from Texas and other southern points not deposited elsewhere, 4,764.

Total for Colorado, 10,809. Utah tourist and round trip tickets of all kinds deposited with joint agents, 5,539. California Epworth League tickets passing through Colorado common points to San Francisco, via all lines, 8,875. Episcopal Convention tickets passing through Colorado common points to San Francisco, via all lines, 2,750. Return portions eastbound of Epworth League and Episcopal Convention round trip tickets, via all lines returning from California through Colorado which did not pass through Colorado west-bound, 6,000. Total California, 18,725.

Grand total of all tickets to and passing through Colorado, carrying about or over privilege in Colorado, 54,630.

The above figures do not include any business whatever except such as moved on round trip tickets sold at reduced rates.

Union Pacific.

The year now drawing to a close has seen the completion of one of the most stupendous pieces of engineering that has been attempted by any railroad. The opening of the century for the Union Pacific has witnessed some radical changes. An expenditure of over \$15,000,000 in betterments and improvements to roadbed and rolling stock gen-

erally is bound to make a good showing on 1,000 miles of railway. When construction began on the Union Pacific some thirty-five years ago the knowledge of the country possessed by the engineers was limited compared to that which is at their disposal at the present time. Under those conditions some local faults in grade and curve details occurred and these are what have been written and said regarding the work that has been in operation during the past three years on this great system. A new era will undoubtedly be ushered in during the coming year, where the same policy will be instituted in Utah with the ultimate result that the whole of the Union Pacific locomotives will be heard in Salt Lake as the transcontinental trains steam into this city to make connections with the Southern Pacific here.

The future before this great link in the Harriman chain of railroads never looked brighter than it does today. The Union Pacific has been enjoying a most prosperous year and the haulage has only stopped short of the carrying capacity. Splendid fast trains have been a feature, and the name of the Overland Limited stands for the perfection of speed, safety and comfort of travel in this intermountain region.

Central Pacific Road.

Over two millions of dollars has been received by the Central Pacific road in physical improvements, so that the property is now more valuable and the road in better shape than ever. New sidings have been put in in many places and it has been remarkable in serving men that if the road should double track its line clear into San Francisco it would be a great help to the traveling and shipping public. The amount of travel on the Central Pacific has been unprecedented during the past year, with the prospects of a still greater traffic the coming year, and congestion has been frequent. The long round about way over Terrace and Promontory grades has proved such a drawback that a relocation of the Salt Lake division from Lucin or Wells to Salt Lake has become a necessity, and lines have been run via the south shore for the proposed short cut into this city. This can not come any too soon, and the new line will probably be double tracked for perhaps 100 miles out. As it will pass immediately by Garfield, the belief is current that the old beach resort will be resurrected and made available to the pleasure seekers of this city.

The Central Pacific continues to be operated by its own officers independent of the Union Pacific, although it is in sympathy and affiliated with it, being one of the Harriman lines. Under the new regime a new and more economical line over the Sierras is being considered, and during the coming year important changes will be made. A meeting is expected in New York at any time of the Central Pacific interests to determine what to do in the matter of the lake cut off and other important physical changes. And the future of the property is anticipated with a good deal of interest.

San Pedro, Salt Lake & Los Angeles.

It was the current, calendar year that saw this promising proposition take definite shape. The absorption of the Los Angeles Terminal railway, and the reincorporation of the scheme under its present title. The establishment of the company with all the necessary subsidiary organizations, in the way of construction companies, made it evident that business was meant, and but for the unfortunate tie-up in the courts