

Correspondence.

OFFICE J.S. & D.F. CASSEMENT.
END OF TRACK, U.P.R.R.,
April 23, 1869.

Editor *Deseret Evening News*.—Railroad matters have just taken a decided "fish-belly" in reference to junction, etc. All work upon the Central Pacific line between the eastern base of the Promontory and Ogden has ceased and the work on the U. P. is being urged towards the summit of the Promontory with all possible speed. But fifteen miles more grading remain for the U. P. to the Summit, and their line from that eminence to the hopeful town of Ogden becomes the purchased inheritance of the Central Pacific. By this new arrangement the U. P. loses all their work west of the Promontory summit, which has probably cost several hundred thousand dollars. The C. P. grade between the Promontory and Ogden will also be abandoned, at least for the present. Possibly to such portions of their grade as may be on better ground nearer the settlements, or otherwise more advantageous, the ties and rails of the U. P. will be removed. The Central, at all events, has the field to Ogden.

Thus has terminated the grand railroad contest, which during the past year has been an absorbing question in social and civic circles. The stars verily have in this instance fought for empire in the west. The prodigious powers of eastern prowess and achievement, a consolidation of all that combination of private capital, governmental aid and engineering science could achieve distinguished in the highest degree the operations of the Union Company. Their construction of 500 miles of railroad through a mountainous region of our country, within the period of a single twelve-month, is a work astounding as it is unparalleled. Yet even this would have been far outdone by that career champion of railway construction, but for the interposition of comparatively trivial obstacles, such as the non-arrival of material at the front. Not that there was any insufficiency in the general construction supply. Some slight inadvertency in a single department, or on the part of a Company agent, or contractor, or but for which, it is confidently asserted, in quarters where they ought to know, that 200 miles more of road might have been built. Capt. Clayton just now reminds me that his track-layers have been employed in their direct work not over one half their time. No impediment, or depreciation of the engineering abilities of Superintendent Reed would for a moment be entertained by any one acquainted with the masterly manner in which he has performed the duties assigned him. His division and section engineers, the Norths, the Bissells, the Smiths, the Seymours, the Morriszes, the Truesdals, the Gillieses, the Brattons, the Burgeses and the Sharmans, gentlemen all, and well up in their parts, stand up with him beyond reproach; and so may they remain forever.

The Casements are probably the oldest and most successful track-layers in this or any other country. Mr. Guilford, a "Buckeye" son of Old Erin, their manager of track-laying, has been with them for seventeen years. They laid the tracks of the Cleveland, Columbus and Cincinnati; the Cleveland and Erie, or Lake Shore; the Philadelphia and Erie; besides those of one or more western roads; and now have crowned their career on the track of the great Union Pacific. The Casements are Ohioans, and singularly enough, their engineers and overseers, I believe, are all from the "Buckeye" State.

The paraphernalia of their immense and complicated establishment, as the pioneers of final construction, has justly been the subject of comment and encomium from the eastern press. The symmetrical proportions and effective precision they attained to-day, upon the verge of forming a junction with their admirable rival, the Central, forms truly an interesting episode in Utah history.

For in front of the "boarding train" may be described the advance of the track-laying forces, a group of some twenty men, armed with picks, shovels, road-gauges, pounders, spike-mauls, etc. They work in sets of two, a man on each side the track; who scientifically bed a tie every fourteen feet. These are called the "joint-men." Next come the "fillers," who bed the intervening ties. The "iron-men" follow, ten in number, five stalwart fellows to each rail. With a loud "away she goes" from the foreman, the two rails, each weighing some 700 pounds, are drawn forward from the truck and, at the word "down," dropped with a precision only acquired by long practice, one at each side, in their places on the ties.

Following the "iron-men" come the "head-spike-men," who gauge the width (the "broad-gauge") five feet between rails and drive six spikes into each rail. The "back-spike-men" and "screwers" come next, who finish spiking the rails and screw up the "fish-plates," heavy iron clamps, one on each side the rail, thoroughly bolting the joints—a recent excellent invention, much superior to the old "chain" splice.

The "spikers" are preceded by a set of "spike-peddlers," one on each side the track. It will be observed that Casement's entire force is worked in sets, two men composing a set. The "chain gang," or "back-fillers," immediately succeed the "back-spike-men." These fill in the earth, "tamping" it under the ties, doing a preliminary "ballasting" business.

Next follow the "track-liners," who, with crow-bars, put the track in perfect line. In rear and directly in front of the huge outfit termed "the boarding cars," are the "back-iron-men," who bolt the rails upon trucks from the side of the grade, where they are thrown from the flat-cars upon which they are shipped from the East.

But "the end is not yet." Water carriers, polished young gents, with pail and cup in hand, stand ever near to "cool the parched tongue" of the feverish track-layer. The "tail-piece" of all is a quaint little fellow with a limber back and india rubber joints, who, automaton-like, picks up the loose bolts, spikes, tools, etc., and distributes them where they belong.

It would be an ungrateful omission not to mention "Champion Tom," the noble, venerable, full-blooded American equine who pulls the front truck. In co-operation with the "iron-men," he has been the motive power of the "iron-men" from Omaha and very truly, practice has made him perfect in his "role." Talk of animal instinct—there is scarcely a person here who claims for him less

sagacity than that of his "mud-sill" collaborators. I should freely award him the palm over the human form who mauls him with an iron bar, as I looked on, while the faithful "Tom" tugged with Herculean force to drag the rail-laden truck out of a gap between joints.

The front of Casement's train is a truck laden with sundries as switch stands, targets, chains, bolts, screws, timbers for truck repairs, iron rods, steel bars, barrels, boxes, coal, shovels, picks, crow-bars, straight edges, wrenches, chairs, levers, hammers, fellos, spokes, old harness, sledges, spike-mauls, cable, rope, cotton-waste, spare coats, mattresses, an indefinable lot of dunnage, wagon-wheels, rockers, sand-boards, reaches, etc., with a blacksmith shop in full blast in rear, in charge of Messrs. Chas. Burgess and P. H. McGrew.

In the second car is the feed store and saddler's shop.

The third is the carpenter-shop and wash-house, with Frank Weidenboerner, a male descendant of Wm. Penn, as "washerwoman."

The fourth is a sleeping apartment for "mule-whackers."

Fifth, a general sleeping car, with bunks for 144 men.

Sixth, sitting and dining room for employees.

Seventh, long dining-room, at the tables of which 200 men can be comfortably seated.

Eighth, kitchen in front and counting room and telegraph office in rear.

Ninth, store-car.

Tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth and sixteenth, all sleeping cars.

Seventeenth and eighteenth, Captain Clayton's cars—the former his kitchen, the latter his parlor, where Mrs. C. presides with the dignity of a true lady.

Nineteenth, sleeping car.

Twentieth, supply car.

Twenty-first and twenty-second water cars.

This immense train is attended by two engines, Nos. 117 and 119—Wm. Cain, a railroad expert, from Cleveland, Ohio, conductor of the former, George McCamish, engineer; the redoubtable Wm. H. Miles, conductor of the latter, with Samuel Bradford, engineer.

Capt. D. B. Clayton is General Superintendent for the Casements.

Mr. Guilford is foreman of the iron-gangs, or track-layers. James McElheny, foreman of tie-layers. Charles S. Foster, wagon-master. Col. A. T. Wilcox, financial manager. C. L. Morehouse, clerk. T. B. Duffy, store-keeper. J. R. Bresee, physician and surgeon for the outfit. Jacob F. Gilbert, chief steward, with 16 assistants. Chas. H. Sharmann, civil engineer for the end of the track, having seven assistants. Chas. E. Crall, telegraphic operator. George Calkins, draughtsman.

I inclose you a pencil sketch of Lookout Mountain, about nine miles west of Bear River, with a portion of Casement's train; also of the main portion of the trestle work over Bear River, with a water tank. Had I found an engraver, I should have sent you woodcuts of this scene, possibly the last glimpse of this mammoth model and inimitable arrangement of railroad construction. It will soon have fulfilled its mighty destiny. But twenty miles more remain to unite the two lines, and the Casements will do the giant's half. Then their leviathan outfit will roll back over its first-trodden iron pathway through the valleys and canyons whence it came, and take a last farewell of Utah.

ANON.

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