

OREGON SHORT LINE YARDS

SITE OF BIG DEPOT
Lies Beyond Temporary Station

Photo by Harry Shipley.

OREGON SHORT
LINE YARDS -

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lington, 'a saying little and saving
wood" as the homely saying puts it.

Other
Improve-
ments

The completion of the Burlington Route from Francis, Wyoming south to Worland during 1903 and to Kirby, the new coal camp, during the present year, has opened a vast territory of new irrigated lands to settlement. This new line of railroad passes through the settlements at Cowley and Lovell, Wyoming in the Big Horn Basin.

The lands around Cowley and Lovell were taken up by Mormons in early days. At that time they were generally poor, but today they are as a rule, owners of good irrigated farms, that produce the very best of farm products, vegetables, fruits, etc., including sugar beets. Bearing orchards in the vicinity of Lovell today, give evidence of the prosperity of the early settlers in the Big Horn Basin.

SALT LAKE TO OGDEN
TROLLEY CAR SERVICE.

UTAH has a just right to be proud of Simon Ramberg. He is an excellent type of the waterman—the sort of man who never stops until a thing is done when once he starts doing it. And Simon Ramberg once started to build a railroad from this city to Logan and later planned to extend it to Ogden and up Ogden canyon to the Windward, both now routes owned by Mr. Ramberg and associates. The project was born in the early thirties.

and work started in the spring of 1887.

Just what befell the country in June of that eventful year needs no resurrection—as the old timer says, “they were hard times.” When the universal financial panic reached the west the Lagoon route had reached Hot Springs. Work had to be stopped for the time. As soon as possible it was resumed. Today it is up to Weber river, just at the edge of garden. A bridge being built over this stream will be completed close in the first of the year. As all material is distributed along the line, the line will be ready for operation to the mouth of the canyon shortly after the new year is here. To illustrate why work was not stopped when the recent financial flurry came on, this little incident may be told: Mr. Baugher went to his men, all white, and explained the situation frankly. The banks were to issue paper and this is what he would be forced to use in meeting his pay-roll. Prior to this he had discharged all foreign labor. Not a man quit and from that time (October) each day has seen work nearer completion.

OFFICIALLY, Salt Lake Route
to the San Pedro, Los Angeles

OFFICIALLY, Salt Lake Route to the San Pedro, Los Angeles and Salt Lake Railroad company. It operates a total of 1,100 miles between this city and San Pedro, a bay on the Pacific coast. The end of the new year will see steamship service to the orient operating in connection with the railroad. It has opened up the entire southwest country and the prosperity dawning for it will surprise any followers of affairs. Its most optimistic friends, in view of the fact the Clark road, of Salt Lake Route, as it is most widely known, is the youngest of western roads, the growth of its business each year is considered marvellous.

It issued \$10,000,000 worth of bonds to cover cost of construction and every year \$1,000,000 must be had aside from earnings to pay a 4 per cent interest upon this issue. In 1905 the road, as was expected, did not meet this demand but in 1906 there was a handsome surplus after this and all other obligations had been met. The year just ending will see a big increase in surplus after everything has been met—in a financial way the Salt Lake Route is making a history for itself.

camps as Johnnie, Rhyolite, Beatty and Bullfrog. Last year the Las Vegas & Tonopah filed amendments to its articles of incorporation to cover branches in Nevada and California. A project on which work will undoubtedly begin before the new year is very old in a line from Arizagona on the Las Vegas & Tonopah into the Greenwater district.

Ever since the decline which followed the boom of the late '70's, Pioche has been opening its magnificent mines, strip by strip, to have them ready for production when a railroad came. Year after year passed; railroad projects came and like the years, faded away. Pioche is 30 miles north of Caliente, a station on the main line. Senator Clark said: "We will build a branch there," Pioche arose and called the Montana minehead. But labor was scarce; wages high and materials all but unobtainable. The conditions made railroad projects in Nevada mighty problems. But in this instance they counted for naught as gangs through with repairs. Work in the Meadow valley were called to Caliente; materials, everything from ties to rails, came from the same source. The line has been built and

Today freight and passenger trains are running over the new branch. After many years Pioche has at last means of sending its tremendous tonnage to market—and the market is Salt Lake. There is no end to the mountains of ore in the Pioche and surrounding districts and without another shovel lifted, it is only a matter of time before

Unsettled financial conditions postponed railroad day celebrations at both Goldfield and Pioche indefinitely. They are to be held in the spring and with ceremonies fit to mark the coronation of a king Nevada will express its appreciation to Senator Clark and his builders.

**Salt Lake,
Market
Center**

back of transportation facilities and without these no efforts were made to improve the thousands of acres awaiting but a touch. When Los Angeles is mentioned as the western terminus of the Salt Lake Route it is referred to as a commercial terminus. Salt Lake is the supply and market center at the eastern end of the line. The significance of the development and growth of districts pierced by the new road is the added importance it extends to Salt Lake as a supply and distributing point for Nevada. When one watches grainland after rainfall of farm products and the cattle and sheep the significance is easily seen.

Still another feature, which can be traced upon briefly only in the impetus furnished livestock raising in this and neighboring states, is the fact that at this point the buyers from all over the country gather to bid upon cattle offerings and wool. Every Salt Lake knower, or should know, that Los Angeles and San Francisco are the two greatest markets in Salt Lake the year around, ready to pay the highest price for supplies. Every season sees a small army of buyers engaged in a war of bids for the product of the range. The thousands of head of cattle and sheep are shipped up and 12,000,000 pounds of wool is a conservative average of a season's crop. Growers and railers with journals and trailers along the Nevada border are constantly heading towards the total production.

COLORADO MIDLAND.

IN A resume of the past year's railroad developments and affairs the Colorado Midland, while not raining it on Salt Lake up its own tracks, is entitled to some consideration. This road, reached from Denver to Grand Junction, Colo., making direct connection for Salt Lake City with the U. G. W. lines one of the transcontinental lines, owes to the great volume of travel and commerce which centers in the Salt Lake gateway. Six engines and a dozen passenger cars have been added to the passenger equipment of the Midland during the past year and more rolling stock of the most modern type is being built in the factories for immediate delivery.

Harrison what he intended doing in regard to his plans for this city. The traveler was typical of this little group. "They are to go on without change," he said. So all Utah rejoiced. And though the weeks which have followed, while the east has been gloom and gloomy, Salt Lake has been watching gangs of workmen and a steam shovel tearing away dirt to level the site of Harrison's \$400,000 depot. This will be the cost of the structure itself. Attendant improvements will run the cost up to \$1,000,000 at the least. As soon as excavation has been completed and the foundations laid in a small crew will be assembled to rush actual erection. South Temple has been closed to Third West street, a board fence serving to stop traffic over the yards in this point and the old depot now stands to the north of the site of the proposed structure. The historic old building has been renovated throughout and will be handsomely until the new depot is thrown open to the traveling public.

This will be 800 feet long and will cover up the South Temple street, the entrance and clock tower will face up that thoroughfare. Two facades will be a distance apart, corresponding with the width of the street and between the two will be the main lobby with entrances on the city side and side in the yards on the west. Briefly the arrangement of the ground floor depending at the extreme southern end will be as follows: News counters, entrances, train boxes; employees' canteen; conductors' room; Pullman supply of baggage room; main corridor, entered by emigrants' cafe, waiting room, barber shop, toilets and reading rooms, news stands, ladies' reading room, train crews' offices, waiting hospital, both rooms, stores and restaurants, cafe, dining room, children room, United States mail office and quarters for the Wells Fargo Express, the Express companies, Telephone office, bureau of information and other stands will have space on the second floor or near the main corridor at the north end.

The second floor will be taken up by the offices of the Oregon Short Line and Salt Lake Trails division officials, dispatchers, yardmasters, etc. A large passenger corridor will occupy the space in the central portion of the building, formed by the four sides of the east hall. The exterior of the building will be impressive and the surroundings, like those of the Gould building, will give the stranger an excellent impression of this city at first sight. The main entrance will be on the main corner block, on the up-town side and street car station at continental hotels. On the main block will be a main entrance to the yards. The tracks will be protected by concrete sheds as they are in the best up-to-date cities of the west and there will open to various tracks. A covered walk will lead to the viaduct and in every detail convenience and safety will be the watchwords.

west edge of the tracks for certain freight, such as heavy machinery, etc. The stone platform, also runs between the tracks crossing through the block between First and Second South streets, but here car lot consignments can be handled quickly and easily.

The quarter-mile-long yard was at late completion this year and today, wagons, street cars and pedestrians are passing over the yards on this bridge, absolutely unimpaired of the many trains puffing back and forth over First North. By this new arrangement of the northern end of the yards most of the freight unloading is done there, reducing the noise and disorder near the passenger yards. The yards have been leveled, rolled and tamped, are as attractive as yards can be, so far so most people imagine they could be.

These are strictly local developments, stages would be needed to show what the Oregon Short Line has done for Utah and Idaho. Just as the mining history of Nevada tells of railroad activity in that state so does the agricultural history of Idaho tell of activity on the part of the Oregon Short Line. Mention of this must be left to other reviews. This must come to a conclusion with a mere reference to the completion of the Yellowstone ranch connecting St. Anthony, Idaho with the National park borders. Rail makers can leave this city Saturday evening send Sunday in the park and at their desks Monday morning during the season as a result of the completion of this branch.

OCTOBER 22, 1905. General Manager
Holders of the Burlington, announced that work on an extension from Gurnsey to Salt Lake was to be started at once. Over 50 miles of track, including fenders was included in the extension. A cut-off between a point near Proctor, Nev., Neb., in connection with the Gurnsey, Wyo., line at Bridgeport, Neb., was also included, making the total amount of work reach 66 miles. Since then the Burlington has been buying up valuable trackage in nearly every state it traverses, work has been carried on quietly but with good results in Wyoming, surveys have been made along various lines from Wyoming into Salt Lake as recently as within the past year and all things taken into consideration the arrival of the great Hill line in this city will not be any surprise at any time.

Persons of a doubtful mind were interested in the account of the late E. E. Perkins published in the "News" of the time that great railroaders' drama early in November. This showed how Perkins held the control of the O. R. L. and O. R. & N., now Harlan's line, and tried to get his directors to build from Guernsey to Salt Lake to start a connection with the two lines mentioned at this city. The Boston directors were not big enough to grasp the opportunity of a 1914-line, it passed away and since 1922-3 the Burlington has had its eyes on Salt Lake to partly redeem itself. The redemption is not far distant. Great things are in the making and while they are the Burlington

CONCLUDING a resume of the past year's railroad history without at least mentioning the Moffitt road would be to harness a horse and then forget to hitch it to a wagon, or like some fairly ridiculous prank. This project with pit Salt Lake and Denver, two queen cities of the west, in 12-hour connection. What has made the road more favorably regarded than even was the alliance struck this fall by David H. Moffatt, whose idea the project is, and Jesse Knight of Utah. With two such men working for the unbuilding of their respective home states, the unbuilding is assured.

The Denver, Northern & Pacific railway, the official name of the corporation, was organized in 1902 for the purpose of constructing a line over the most direct route obtainable between Denver and Salt Lake. Early surveys showed that three-fourths of the distance covered valuable coal, mineral and agricultural lands, including the vast coal deposits of Routt county, Colo., which the line had reached. Only two important divides are to be crossed; the Continental, immediately west of Denver, and the Wasatch on the eastern edge of Salt Lake valley. It was announced in 1904 that between two and three years would be consumed in building the main line, today over 200 miles of line is completed and the Utah-Colorado line is the great distance beyond the present end of the grade. Drophph

Present Condition Is Good

No feature is more noticeable than the fact that the Moffat road was opened up a territory new without a railroad. Routt county, alone, has coal enough to supply the world for 50 years. In sight right now, Uintah and Wasatch counties in Utah are rich in minerals and have boundless tracts of the most fertile farming and live-

stock raising country. Starting from Denver the line goes into Middle Park, Colo., rich in silver-load areas. Willow Creek is a glisnite district and Grand county is a pastoral region. Hay grows here in abundance. The Nampa coal field in Bent county is 1,000 miles square with a thickness of 75 feet of coal. As early as 1892 government experts estimated the tonnage of this district at 6,000,000,000, but developments since make these figures inadequate. The Hahn's peak is a field of onyx marble. White River and other districts extending to the Utah line, are agricultural. Illuminating oil has been discovered at Rangely and there is every evidence that a great field may be developed there.

**Vast
New
Industry**

At the Colorado line hydro-carbon deposits begin and for 100 miles into Utah extend the most extraordinary field of oil and gas and elastite in the world. The total area is estimated at 18,000 square miles and the tonnage at 22,565,000 tons. Oil and gas is worth \$10 a ton in Denver and elastite \$45 a ton in Salt Lake, so the value of the Moffat road in opening this territory is beyond calculation in mere figures. The Uintah basin, extending from the Colorado line to the Wapiti mountains, 175 miles, has a width of 100 miles and with a railroad through it, will be one of the most productive farming regions in this state. The Moffat road in reaching these various basins, will do a mighty work and more than contribute its share towards the growing prosperity of Utah, Colorado and the importance of the two capitals of each.

Physic
Excel-
lence

day the long stretch of roadbed reaching from this city to the coast is as fine as anything in America. Tourists are lavish in their praise of its smoothness. But there is no lack of work along the line. A most important piece of work, illustrative of the point, will be completed about the first of the year; this consists of 217 miles of entirely new track between this city and Milford. Since operation began this section has been laid with 40-pound rails. During the past summer this entire section has been relaid with 26-pound rails. The work has not interfered with operation at all. The line has been relaid with heavy white shale. What can be done as a result of these improvements was shown when a theatrical special was whisked from this city to Los Angeles in 26 hours—Something sensational for a run of 800 miles in the rough and unexciting west.

Because coal is uneconomical every fall and because oil abounds, the Clark line has just decided to do away with fuel-burning engines and before the new year is fairly born the system will be traversed by oil-burners. The cost of making necessary changes and procuring new equipment is estimated at \$10,000. It is easily three or four tanks recently finished in Salt Lake cost \$2,694. Huge tanks are stationed at Salt Lake, Modena and Milford Junction on this division and supply stations are established at frequent junctures along the entire line. This action insures continuous service irrespective of fuel conditions.

Lines
To the
Mines

For the wheats and interest he has shown towards Nevada districts, wherever I have been at all possible and feasible I have built branches from his main line. These feeders tap the richest zones in Nevada. To Senator Clark the huge British shale owns a large portion of her property—her quick awakening from a long sleep. No sooner had the main line been completed than the building of feeders began. The greatest project is the Las Vegas & Tonopah branch, running in a direct line between the two towns mentioned, a distance of 15 miles. The last spurs are now being driven and through traffic is on through each, well known.

Completed Over One Year
Short Line Trunk
Completed This Year