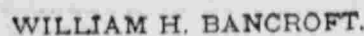


# SALT LAKE.

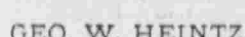
# RAILROAD RETROSPECT FOR 1900.

THE YEAR 1930 will go down in history as the banner year thus far chronicled in the pushing, energetic efforts for business achievements by the railroads of Utah. Each has vied with the other for public patronage and the fact that each has done a heavier business than ever before, and that the earnings have greatly exceeded the expenditures, though the latter have been very large, indicates the ability with which they have been conducted. It has not been a year of railroad building, but it has been distinctly a twelve months of business extension, better equipment and improved service. The railroad travel has been immense—much in excess of any previous similar period. A gratifying feature is the promising outlook for the future. It would be difficult to imagine brighter prospects than those that confront the citizens of Utah from the standpoint of railroad development. Generally speaking the railroads have been on friendly terms with the people of this State; and as to the people, they have sought to encourage by all legitimate means commensurate with public welfare, the extension of railroad throughout this region, ever preferring such a policy to the extreme anti-railroad spirit exhibited in so many other States. Just now all eyes are turned to the Salt Lake, Los Angeles enterprise as so comprehensively set forth in another part of this issue of the Desert News. That it may be successful in every particular will be the ardent wish of the loyal citizens of Utah.

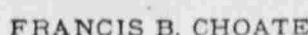
while employed as a clerk in the local freight office of the Michigan railroad at Jackson, Michigan. He remained with that company for ten years, the latter half of that time acting as agent for the company at the largest station on the road. From that time on his progress was rapid and his achievements constantly upward. His experience is a wide and varied one and has been gained in the operating, construction and transportation departments of the Northern Pacific, Denver and Rio Grande and Rio Grande Western railroads, with which companies he has been associated for something like fourteen years. For the past six years he has been in the management of the latter road with headquarters in this city.



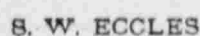
A VERY familiar figure in local railroad circles is Mr. D. E. Burley, general passenger and ticket agent of the Oregon Short Line. The greater portion of Mr. Burley's life has been spent in railroad service. He is one of those men who has "worked his way up," from a humble place in his chosen calling to the important office that he now fills. His first position of official responsibility came in 1879, when he was appointed traveling passenger agent of the Union Pacific with headquarters at Baltimore. His principal field of operations was in the territory lying south of Philadelphia and east of the Rocky Mountains. Just when he was transferred to Philadelphia, in January, 1891, he was made general agent, passenger department, of the Union Pacific for Utah, with offices in Salt Lake City, and later at Ogden, and then at Reno, Nevada. This position Mr. Burley continued to hold until the segregation of the Union Pacific and Short Line systems early in 1897, when he was made general passenger agent of the latter road. Just now Mr. Burley is giving much attention to the development of those portions of Idaho which are threaded by the Short Line, and as a result many settlers from the coast are coming here to buy timber and make valuable homes for themselves.



IF THE many really capable railroad men to be found in Utah, perhaps no one has done—in fact it is established—that none has done so much to advertise the resources of the Intermountain country, particularly Utah, as George W. Heintz, the general passenger agent of the Rio Grande Western. Mr. Heintz is admirably equipped, both by nature and training for this important duty. Being an experienced newspaper man the production of high class literature, put forth in attractive booklet and magazine form, comes easily to him. Numerous illustrated articles from his pen have appeared in the big magazines and daily papers of the United States, and the praises of Utah have ever been sounded. The benefits therefrom are immeasurable. For years past the great holiday editions of several cities have made Utah one of the contents of this line. Mr. Heintz commenced his railroad career with the Canadian Pacific, which he served in various capacities for years. He has also been associated with the O. R. & N., the Denver & North Pacific and the Santa Fe (Colorado and Southern). On the amalgamation of the Fort Worth and Union Pacific he came to Salt Lake with the Rio Grande Western and was appointed general passenger agent. He is a real business hustler he is manifestly successful.



Cheate in school in the East he has been identified with the Overland. Starting in 1888 as a clerk in the general freight offices at Omaha, he proceeded to climb up the ladder until his business acumen was rewarded with a promotion to traveling agent on the Nebraska and Wyoming division. He was transferred in the fall of 1891 to the Grand, where he held a similar position on the Union Pacific. One year later he was appointed agent of the freight department, with headquarters at Sacramento, and in 1894 he was sent to Salt Lake with an appointment in his pocket as general agent of the freight department. On September 1st he was again promoted, with the title of general agent of freight and passenger departments.



THE MEN WHO DIRECT THE OPERATIONS OF UTAH RAILROADS

the future, as regards railroads in Utah, never looked so bright as now.

RIO GRANDE WESTERN.

The Rio Grande Western is essentially a Utah railroad, as every foot of track it owns is in this State where it pays every cent of its taxes. Utah people point with pride to the Rio Grande Western as the backbone of the most important of that is up-to-date in local railroading. Fast and handsomely equipped trains, prompt delivery of freight and live stock, and intelligent operation have made it what it is today. Wherever it stands today; the policy of the road has always been "the interest of its patrons."

In looking back upon the past year, numerous changes are noted. Prior to this period passengers traveling from Chicago to the Pacific coast did not enjoy the privileges that they now do. Today they can travel nearly as fast as they can travel, and the only changing of cars that is so annoying to those whose lot is not cast in a Pullman reservation.

This state of affairs is directly traceable to the big changes in representation on the big transcontinental lines in this city on January 15th last. As the result the Rio Grande Western today carries over its system the tourist cars of the Illinois Central, the Santa Fe, Burlington, Chicago & Alton, and the Missouri Pacific to the number of 1, 2, 3, and two respectively each week. With the time considerably cut down, diners and sleeping cars have increased in the Colorado Midland on the trains the popularity of the Rio Grande Western has jumped up a number of

While the operating department has been training every nerve and seizing every opportunity in order to push the line to the front of the western systems, improvements have been made in all directions. The new bridge over the Green river in eastern Utah was completed early in the season at a cost of \$34,000, which does not include some of the material which was used in the bridge. This material was used in the bridge in the form of the old bridge. The work of standard-gauging the Park City branch is brought in to consideration. In this piece of work which was commenced early in the summer the work of Barclay and Gojorza was

bandonment and a lighter grade, extending some seven miles and including the Altus tunnel, was instituted. By means of this piece of engineering the grade on this side of the summit was reduced not to exceed 5 per cent to the tunnel against 4.25 maximum upon the same side of the tunnel the grade on the side of the tunnel the grade was 2.7 maximum against the old order of 4.2 maximum. The maximum curvature under the new track now does not exceed 18 per cent. Briefly stated, the new piece of track, which is now being laid out, and 16 miles with five trestle bridges. The longest cut is 700 feet in length and the deepest 32 feet in depth, while the average is, length, 500 feet; depth, 35 feet. The highest fill is about 70 feet, while the highest excavation is about 10 feet. The entire project is estimated to cost, including the cost of the tunnel, about \$3.8 million. The tunnel was standard gauged, and the tunnel completed by June 15th.

In addition, the Westerns have started the removal of the tracks from Eighth and Ninth South to a point below Twelfth Street, where the tracks will be left to rot. For this job, the City Council has appropriated the sum of \$3,000 to assist in the charge. At the present time work is actively progressing up to Fifth Street. The Pacific branch with indications that it will near completion within a few weeks. The Rio Grande Western has a mileage of 658.77 miles in this state, all of which is being hauled and kept in first class condition. In addition to an extensive fill near Lehi, and the Mesa cut in the same vicinity, work has also been pushed at a point near Ogden, where the main line of the state has been put in and a spur built to the canning factory, while the laying of 76-pound steel rails between Provo and Ogden has been a feature of the work during the past season.

Down on the Sanpete and Sevier Valley branch the same activity has been in evidence with the result that the extension has been pushed slowly but surely farther south until it has passed Belknap and reached Marysville, a considerable distance from the present side-branch and extension of present sidings. Improvements in bridges, water service, lunch counters, track, roadway, new ties, additions and alterations to permanent structures and other things that are calculated to make a system in which it is possible to meet the ever-growing business that falls to its lot.

The business of the Western during the past year has been in the nature of a record-breaker and for the fiscal year

which ended June 30th, the advance in the earnings showed over \$1,000,000 better than any previous year in the history of the road. In order to give an idea of what has been accomplished by the Western the following table of the earnings for the past six years makes an interesting reading at this time:

1900 (estimated) .....	\$4,452,987
1899 .....	3,352,987
1898 .....	2,362,287
1897 .....	2,468,504
1896 .....	2,457,358
1895 .....	2,189,691

For the period of the present fiscal year, July 1st to November 20th, the gross earnings have reached the solid total of \$2,025,200, or an increase of \$277,900 over and above the total for the same period of twelve months ago. This pleasing state of affairs to the stockholders of the road reflects great credit upon the able administration of General Manager D. C. Dodge, General Superintendent A. E. Welby and Traffic Manager S. H. Babcock, and the forces that work under them.

## OREGON SHORT LINE

During the year now drawing to a close the Oregon Railway has adhered to the policy of improvement in service, track and rolling stock generally. Ever since the property was reorganized this has been the case but in no such degree has it been so much in evidence as in this the closing year of the nineteenth century. Vice President Bancroft, General Superintendent Calvin and the operating department generally are to be congratulated upon the results of their management. The third year's work on the contract for relining the Twin Creeks tunnel with masonry, concrete and brick has seen the completion of the work, which represents the relining of 1,425 feet of tunnel.

The work of gravel ballasting, widening and laying the main line with seventy-five pound rails has also been pushed ahead with a vim. Big side-tracks to accommodate the huge freight trains now being operated by the big regional engines have been put in on the Utah and Idaho divisions. The sags at Swan Lake, Ida., have been filled in and a cut made in the hill adjacent, the track being ballasted, which makes the riding in the Butte-Portland express resemble a sleigh ride. On the Seventh and Eighth districts almost a new line has been raised. The track near Dubois has been raised, also a cut in the neighborhood

of Hawgood completed. The trestles in Beaver canyon have been filled in and in fact improvements have inaugurated upon every division of the system. Steel culverts and bridges have likewise been put in at various points, which add greatly to the safety of travel.

Inquirant the engineer's office de-  
veils the fact that the Short Line had  
been in the hands of the government  
tent. At the present time grading  
operations are being pushed upon the  
Kennebec branch, which runs to Ma-  
dis Bay, a distance of 10 miles, with  
a track 100 feet in length. The  
tanks of standard design have been  
put in at a number of stations. The  
noxious weed trouble, which is the  
most serious of the problems of the  
agents, has been overcome by an experi-  
ment on the part of Supt. Young, who  
caused half a dozen tanks to be built  
from iron cars, and filled with  
water from the lake. This water was  
distributed over the track by means of  
an automatic spray as the train  
slowly hauled along, with the result  
that the weeds have been killed.

Not only in the matter of track im-  
provements has the Oregon Short Line  
shined during the past year for prob-  
ably the traveling public, but in the  
confortable and safe advancement  
has been displayed in its passenger rolling  
stock. The Butte-Portland express  
with its buffet, barber shop, baths, li-  
brary and smoking room, has been  
prominently before the public notice  
and jumped to the front among the  
leading trains that daily steam across

With the increasing business of the Oregon Short Line it has become absolutely imperative that in order to handle the traffic of the road with dispatch that increased rolling-stock facilities be at the disposal of the operating department. With this end in view a record order was placed with eastern firms early this fall. The equipment embraced in this order consisted of 300 hopper-bottom stock cars and 100 hopper-bottom capacity, 125 Rodgers ballast cars, 100 flat cars, 250 stock cars, 4 60-ton baggage cars, 1 diner, 15 cabooses, 15 heavy consolidated engines, 8 mogul and 4 switch engines. This heavy order followed several smaller ones

Since the close of the fiscal year the Oregon Short Line, acting under instructions from headquarters, has ceased to give out for publication the amount of the monthly earnings as each month rolls around.

cal year that closed last July, however	
shows the following flattering result:	
Earnings to June 30, 1899..\$7,577,168.33	
Earnings to June 30, 1900.... 8,578,397.33	
Increase .....	\$1,001,228.97

THE UNION PACIFIC.

During the past year the old established Union Pacific has out-distanced all competitors in the West in the matter of track improvements which have already run into the millions of dollars.

This is what F. B. Choate, the general agent for this territory has to say upon the subject:

"Utah, and therefore the Union Pacific, have finished the most prosperous year. The general business of the merchant has, I believe, steadily increased over former years, and the growth of the mining and stock industries has done much towards this increase. From reports received this prosperity will continue. While it is true that there has been in some sections among the farmer's a shortage of crops, this is unavoidable at times, and may happen to any community, and is not necessarily of consequence."

"The ion Pacific has always had great faith in Utah and her people, has made good reason for this faith, and her faith has not been misplaced. The past few years have shown what Utah and her people can do looking at the tremendous amount of money, the houses and the industries started by local capital, the future looks brighter even than the past. The millions of dollars that have been poured into the railroad in its main line over the Rocky Mountains this year certainly shows what is thought of its future in this country. It is a matter of time only to shorten the mileage, reduce grades and curves. It means for the people of Utah easier, cheaper, more certain and shorter travel, more hours and the placing of home products on the market more advantageously. Aside from this the building of the new line will mean the placing of many famous Sherman granite aids to the comfort of a long journey, and disposal of a most objectionable factor in traveling, the ever present dust."

**SOUTHERN PACIFIC.**

The past year, in every sense of the word, has been a good one for the Southern Pacific. During the troubles in the Philippines the Ogden route has become a popular one with the government in

the transmission of supplies and troops so much so that the outlook is very bright on the Southern Pacific for all the time being. The company has a number of directors have not entirely participated. With the monthly growing traffic with the Orient, it has become necessary for the company to have a number of enterprising competitor make a bid for the business. For these reasons the company during the past year has had a large amount of work in the way of straightening out the curves and reducing the grades at every possible point. The greatest amount of this work ever known in the history of the road is being done at the time between Ogden and Reno, while at this time of writing steel shovels and supplies are being received for active work on this road. The work is being put out to be run across an arm of Great Salt Lake and be when completed, essentially one of the star scenic features of the line in Wonderland of the Great West.

## SALT LAKE &amp; OGDEN

The Salt Lake & Ogden railway, while it is essentially a suburban road with eighteen miles of trackage will undoubtedly be a prime factor among the railroads of Utah in the near future if Dame Rumor is to be trusted. It has been time and time again asserted that this little road which does such a big suburban business will eventually be absorbed by the Burlington when it makes its entry into this city.

At the present time the road does a splendid business in passenger travel from Davis county to and from Salt Lake. It also handles the major portion of the dairy products that are sent into this city to say nothing of the extensive brick yards which furnish the road with a permanent income in freightage. The north terminus of the road is Lagoon, a resort at Farmington, which has sprung into popular favor.

The principal improvements inaugurated by the Salt Lake & Ogden railway during the past year have been the raising of the track through Woodman bottom for half a mile, where it passes through a swamp. At this point the grade was raised from one to three feet, thus putting it in excellent condition. About a year ago it was decided to extend the track to Kaysville, and arrangements for right of way were made, and the road extended from Lagoon, three-fourths of a mile north; work was stopped for the time being, but it is now the intention of the com-