

Tracklaying in Utah, Nevada And California

ONE of the features of the splendid work that has been accomplished on the Salt Lake route under the supervision of the engineering department has been the rapid tracklaying operations that marked the closing epoch of construction on the desert.

On Oct. 25 there was a record of 5449 feet of track laid in 10 hours. This record was made with a machine on the extension from the Salt Lake end, under the engineering department, Mr. A. L. Jones, division engineer, in charge; Mr. John Conway, general foreman; and Mr. Timothy Costello, track foreman. The track was full tied, full spiked and holed, and was laid and raised up to grade by a gang of 124 men, all told, including those working with the machine, taking materials from the cars and in the other various operations necessary to complete the work of laying. The work of raising track to grade is not usually considered part of laying track, proper, but is included in this record.

The Harris tracklaying machine consists of a train of flat cars with a train track of two feet gauge laid over the same, on which are run push cars to forward the ties. There is also a series of rollers on which the rails are pushed to the front. On the head car, which is known as the "pioneer car," there is a transverse frame over which rods are run to support an extension of the track track about 20 feet beyond the head end of the car. The rails of the head track are spiked to ties laid crosswise the car, and these ties are then spiked to the car. The continuity of the track track, where the cars are coupled together, is made of short pieces of rail dropped into splice bars which are coupled to the ends of the train rails on each flat car. The base of this connecting rail, which is the "pioneer car," is a double-rail set-out, in the latter case two rails, one on each side of the car, are run down the track and are placed upon the ties, where only a single rail is put down at a time. In the other case, by the "double-rail set-out" method, the machine has, in years past, made a record of handling the material for more than three miles of track per day.

On the San Pedro, Los Angeles & Salt Lake Railroad the track is being laid by the "single-rail set-out" method, in this one rail is first run down the line side of the track and put into place, then the opposite or gauge rail is run out by the same men and heeled into place, and the train is moved up every rail length. The same men that handle the rails also put the ties in place, and the roadbed after the ties have been dumped from the machine. Usually only a dozen men are used to handle both rails and ties on the roadbed in front of the machine. This system is also different from that of all other track-laying devices, in that no separate tie force is employed on the roadbed.

This 5449 feet of track laid in one day of 10 hours, by the "single-rail set-out" method is thought to exceed any single day's track-laying on record, when the number of men employed in putting the material in place and the conditions under which the work was done is considered.

One thing which undoubtedly facilitated the work a good deal was the use of Harris bridge rolls in lieu of "front spiking," to make ready for the train and machine to move up. The rolls are then pulled up to the inside flange of the rail and the latches swung over against them. As soon as the rails are heeled into place they are almost instantly gaged and clamped and the train is at once moved forward, saving the expense for the day of the time for the track-laying machines waiting for the "front" spiking to be done. After the train passes over the track the bridge rolls are disconnected and the track spiked in full by the regular back-spiking gang. With this exception nothing was used in the way of temporary appliances, such as temporary tie plates ahead, temporary "instantaneous" track bolts, "plugs," etc., as is sometimes done to save time to the men ahead of the machine.

Then came the incorporation of the Utah & Pacific by A. W. McCune, David Eccles, C. W. Nibley and others. It was proposed to utilize the abandoned grade below Milford and extend to Los Angeles. The Oregon Short Line turned rails and received stock in exchange. The company also gave special rates on ties. The track was laid to Nevada, on the Utah-Nevada state line, a distance of 76 miles. When this was done again the Utah-Nevada state line was abandoned. Later it was sold for taxes and became the property of Lincoln county.

Early in 1904 it began to be rumored that the project would once more be undertaken and pushed through to completion. The first definite sign was the sale of the Terminal road between Los Angeles and San Pedro harbor to Senator W. A. Clark, the Montana copper king, and R. C. Kerns of St. Louis.

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harbor appropriation. A railroad was built from Los Angeles to San Pedro harbor, wharves were built on the east side of the harbor on Hattianake island, now known as Terminal island. The road was built greatly as a speculation by those long-headed men who foresaw the trend of events. That they had good business heads was shown when they came to sell out their interests, some of them outright, and others to take stock in the Salt Lake Route as part payment.

Thomas E. Gibson, vice president of the road and the man who fought Huntington to a finish on the harbor proposition, succeeded in interesting J. Ross Clark in the deal. In turn Mr. Clark held the project before his brother, the Montana millionaire who was induced to look upon the new road as a good investment.

At the outset it was announced that the new road was to be entirely independent and was to be entirely financed by the promoters. Subsequent developments, however, caused a modification of that statement.

The first visit of Los Angeles officials to Salt Lake City occurred on Sept. 11 and they proceeded to look over the situation pending the arrival of J. Ross Clark, vice president. On the 20th the officials got together and agreed upon a proposition to ask the city of Salt Lake to donate Pioneer square as a terminal for the new road. A committee of fifty representative Salt Lake men was subsequently appointed to appear before the city council and ask for the donation of Pioneer square, on the condition that it was not to raise title until the completion of the road, within a given time was assured. This petition was granted, but subsequently revoked and the square still remains the property of the city.

The committee appointed to wait upon the city council was as follows: George A. Lowe, chairman; Edward F. Colburn; Heber M. Wells; G. J. Salisbury; W. S. McCormick; George M. Duvney; Frank Knox; M. H. Walker; L. H. Farnsworth; S. C. Park; E. W. Genter; B. G. Raymond; George M. Cannon; W. W. Ritter; L. S. Hills; J. E. Caine; Fred Leonard; C. C. Good-

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Jay Gould, who had gained control of the Union Pacific concluded that it was not good policy to stir up Huntington, and in 1884 ordered the track that had been laid to be pulled up.

It was 1896 George Q. Cannon, Abraham H. Cannon, George A. Lowe and others organized another company to build to Los Angeles, the Union Pacific being ostensibly behind them. However the untimely death of Abraham H. Cannon caused work to be stopped indefinitely.

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H. B. Warden, General Agent.



J. E. Gibson, Vice President.



T. E. Gibson, Vice President.



A. Clark, of Montana, president; R. C. Kerns, Jr., of Missouri, first vice president; J. Ross Clark, of California, second vice president; T. E. Gibson, of California, third vice president; T. P. Miller, of California, secretary.

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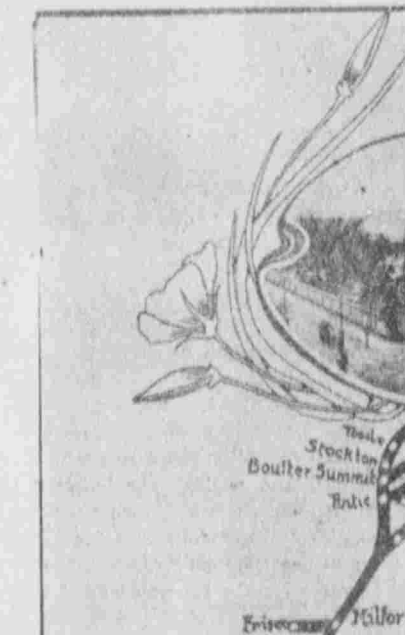
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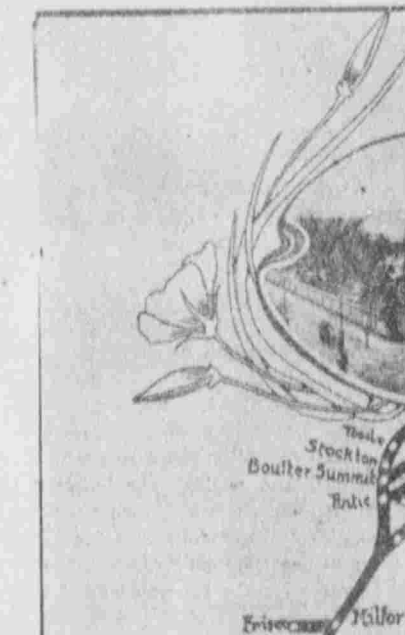
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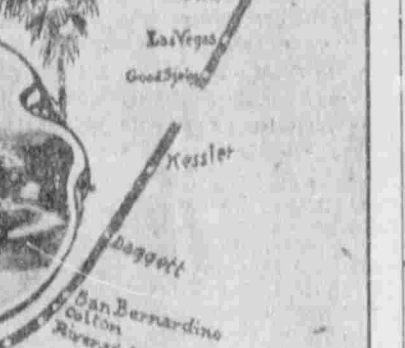
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of capitalists interested when, it was understood, that a proposition was made by the Oregon Short Line, or some individual representing the interests of the company, to sell all of its lines and branches south of Sandy to the new company. After considerable debate as to the price the offer was rejected and a conclusion reached to build parallel to the existing road to Milford.

At once a policy of obstruction was launched by the Harriman interests and in short order a legal battle royal was in progress. The United States land office at Washington, the interior department, and the various local and United States courts in Utah and Nevada were busy with right-of-way litigation.

To the onlooker it was apparent that in these right-of-way contests T. E. Gibson and C. O. Whittemore, the legal talent for the new road, did yeoman service and on several occasions outwitted the heavyweights who had been called in by the Harriman forces.

SHORT LINE PURCHASE.

For over a year there was a sort of

In Salt Lake with W. W. Dickinson in charge—March 7.

Julius Kruttschnitt, recently appointed director of operation and maintenance of the Harriman lines, arrived in Salt Lake and conferred with W. H. Bancroft and E. E. Calvin, the outgoing being a new order of operation with President A. H. Mohler of the Union Pacific, E. E. Calvin, general manager of the C. B. & N. and W. H. Bancroft, general manager of the Oregon Short Line with jurisdiction over the Union Pacific from Green River, Wyo., to Ogden, and the Southern Pacific from Ogden to Reno, Nev.—March 21.

W. B. Buchanan, superintendent of transportation, Union Pacific, arrived in Salt Lake prior to succeeding E. E. Calvin as general superintendent of the Oregon Short Line—March 24.

Commercial club committee on transportation invited by Oregon Short Line officials to meet in the traffic manager's office and discuss the new Utah-Idaho rates—April 6.

Saltair Beach and railroad leased to J. E. Langford—April 12.

Kent O. Kyes appointed general agent of the Vanderbilt lines in Salt Lake territory—April 15.

E. H. Harriman and party spent a few hours in Salt Lake while inspecting the system—April 27.

William Ashton promoted to Chief Engineer of the Oregon Short Line with jurisdiction over the Laramie cut-off—May 1.

John W. Young elected president of the Sanpete Valley road to succeed Theodore Bruback, who was accidentally killed in Park Clay—May 9.

Traffic officials of all Harriman lines, headed by J. C. Stubbs, met in conference in Salt Lake—May 6.

Frank J. Plalsted, D. H. Gray and H. O. Wilson, were respectively appointed district freight and passenger agents for the Oregon Short Line at Boise, Salt Lake and Butte—May 1.

Chas. H. Schlacks appointed vice president of Denver & Rio Grande and Utah Fuel company—June 1.

H. M. McArthur, assistant chief engineer of the Salt Lake Route resigned. A. J. Jones, division engineer, placed in charge of construction below Caliente—June 15.

First maps of Moffat road in Utah filed in the U. S. land office. Maps cover 95,134 miles of right-of-way across the "Cinch" section—July 12.

Geo. W. Valley, general agent of the Burlington at Denver, appointed general manager of the Colorado Midland—July 12.

Halbert S. Kerr, general superintendent of the Sanpete Valley at Monticello, resigned to accept the general management of the Cerro de Pasco railway, Peru—Aug. 1.

E. G. Tilton appointed chief engineer vice Henry Hawgood of the Salt Lake Route, who was appointed consulting engineer, same road—Aug. 1.

Knights Templar special train runs across the Ogden-Laramie cut-off, being the first bona fide passenger business handled across the line—Aug. 23.

J. A. Edson, manager of the Denver & Rio Grande resigned to accept position of general manager of the Cincinnati, Hamilton & Dayton.

At annual meeting of stockholders of the Union Pacific held in Salt Lake two more Standard Oil directors in the person of H. C. Strick and W. G. Rockefeller were elected—October 11.

Frank A. Wadleigh appointed assistant general passenger and ticket agent of the Denver & Rio Grande—Nov. 1.

At annual meeting of stockholders of the Rio Grande Western the old board was re-elected with the exception of the substitution of the name of Charles H. Schlacks to succeed Russell Harding—October 24.

H. M. Allen, assistant district superintendent of the Union Pacific, being the first bona fide passenger business handled across the line—Nov. 1.

Announcement of appointment of W. H. Bancroft as acting general manager of Pacific coast lines of the Southern Pacific vice C. H. Markham, resigned—Nov. 3.

D. J. Lindsay of the C. & N. W. appointed general agent for same road at Janesville Wis—Nov. 15.

San Pedro construction gangs completed laying track at this end of the line, beating out the Californians who had fewer difficulties to encounter by possibly two months—Nov. 27.

A. E. Weiby re-appointed general superintendent of the Rio Grande Western after an absence from Utah for three years, vice J. H. Young who goes to the Colorado Southern in a similar capacity—Dec. 1.

The Preparations for Driving the Last Spike

JUST when the last spike of the Salt Lake Route will be driven is at this time a matter of conjecture, even General Manager Wells himself is unable to definitely fix the date of this interesting ceremony, that means so much for Salt Lake.

Provided the contractors put forth their best effort there is a possibility that the gap may be closed on Jan. 15. Should a spell of bad weather set in it will be Feb. 1, or even later before the rock work east of Dry Lake is cleaned up. This would carry the ceremony in to the first week of February, with the line open for regular business at the

experience to the end of his days.

One thing is certain, both the residents of the City of the Saints and the City of the Angels are anxious to see the opening inaugurated by the running of popular excursions from both ends of the line so that the neighbors may become better acquainted, and take steps toward the exchange of commodities.

The native son of San Pedro and vicinity wants to come north and see his living 800 miles from the ocean, to see nothing of the famous "Mount Temple and Tabor," while the Utahns will be only too glad to take a little flutter down to Los Angeles and bask in the surf off Terminal island, in mid-winter, and incidentally talk about the experience to the end of his days.

As previously asserted, however, nothing definite has been decided upon, and beyond discussing the affair in an informal manner, the railroad officials have taken no action. It is not unlikely that the date of driving the last spike will not be set definitely until a week or ten days in advance. Then the invitations will be sent out and Senator W. A. Clark will arrive from New York and Vice President R. C. Kerns will come up from Georgia, where he is spending the winter, in order to take part in the big jubilation.

Many schemes in the nature of a celebration at both Los Angeles and Salt Lake have been broached. One that seems to find general approval is that when the last spike has been driven on the line, that the work shall be finished over the wires simultaneously east and west, and upon the receipt of the glad tidings whistles shall be blown and bells rung, business generally suspended and a season of jubilation indulged in.

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