

The Spirited Railroad Construction Rush to Salt Lake.

THE BUSIEST YEAR IN SHORT LINE HISTORY.

DURING the current year the operating jurisdiction of the Oregon Short Line has been greatly expanded until that important link in the transcontinental chain of railroads now extends from Green River, Wyo., on the east, to Sparks, Nev., on the west, butte on the north and Huntington, Or., at the northwest.

While the Short Line stands third on the list when it comes to mileage in Utah, it is the only one of the "Big Three" that has its headquarters in this state. The general offices of the road are located in the Desert News building, Salt Lake City, and in consequence thousands of dollars are disbursed in this city monthly. Aside from this feature the fact that the headquarters of the road are located here has made Salt Lake the rallying point for all the Harriman officials when the holding of conferences are necessary. In this connection the reorganization of the Harriman system, the standardizing of equipment and other moves in the direction of efficient railroading and economy have all been planned in this city. Matters involving the Southern Pacific, Union Pacific and O. R. & N. are threshed out here and decided upon.

High Standard Road.

The Oregon Short Line has long been recognized as the keystone of the Harriman system. When it comes to operation, maintenance and general discipline among employees, it stands at the top. The number of "five figured salary men" at various posts of responsibility throughout the United States today who are graduates from the Bancroft school of railroading speaks volumes. The Oregon Short Line is up to date in every respect of the word.

Passengers Transported.

As a factor in the upbuilding of new districts the Oregon Short Line has worked hard in this direction. After a careful compilation of figures General Passenger Agent D. E. Burley is in a position to report on the business done between Jan. 1 and Oct. 31 of the present year. The figures show that during this period the company handled 56,077 passengers, a half of that number plus some 19,000 going west. The actual totals are westbound, 56,523; east bound, 28,554.

Of the bona fide settlers brought to Utah points north of Ogden the Oregon Short Line transported 59.

When it comes to Idaho the Short Line was instrumental in securing no less than 7,706 colonists in the period already named. Of this number 1,857 were brought in from Oregon, Washington and British Columbia points, and 6,118 from the east.

Improvements Under Way.

Since the road parted with its tracks south of Salt Lake to the San Pedro the energies of the Short Line have been concentrated in taking care of through business and the development of the state of Idaho, both through the means of constructing feeders and an expensive and aggressive campaign of advertising its resources on the part of the general passenger department. While roads have been surveyed and built in the Gem State, Salt Lake has not been neglected, and while there has been some comment on the closing and transferring of the small shop plant here to Ogden, in return these changes have been made to make room for improvements that from first to last mean the expenditure of over \$1,000,000 in this city. During the past three months these improvements have been under way and when completed Salt Lake will have one of the handsomest depots in the inter-mountain region, a steel viaduct over the tracks on North Temple extending from Third to Fifth West streets inclusive, new freight depot, reorganized and enlarged yards and other structures commensurate with the operation of a large railroad system.

New Utah-Idaho Branches.

During the year 1905 the Oregon Short Line has constructed in Utah and Idaho 195.90 miles of new track, which is in detail as follows:

Miles.	
Boise branch extension.....	4.0
Malad valley railroad—Garland to.....	32.9
Minidoka & Boise branch.....	59.1
Yellowstone Park railroad.....	15.0
Sugar City, Ida.....	5.77
Lewiston, Utah.....	1.40
Elva, Ida.....	10.17
Logan to Wellsville, Utah.....	8.39

Of these projects there will be 69 more miles of the Yellowstone Park railroad built before it is completed, which with the branch from Marysville, Ida., into the Teton Basin, will bring the new mileage in this particular section up to 121 miles.

Construction is under way also for a connecting line from Wellsville to Mendon, Utah, 5.9 miles, which will make a line 13.75 miles long from Logan to Mendon via Hyrum and Wellsville.

In the direction of improvements proper during the past year there have been 110 miles of main track and 10 miles of branch track relaid with heavier steel, while 17.82 miles of main line track have been ballasted.

In North Salt Lake.

But the biggest improvements have

been centered in Salt Lake, where \$125,000 have been expended on the North Salt Lake yards, this sum being exclusive of the original purchase price of the realty required by the company. Additional improvements include the construction of a new and commodious engine house to accommodate the growing needs of the system and making provision for the necessities of years to come; a coaling station with its big trestle work, bins and other details, huge steel water tank, necessitating the laying of special watermain from North Temple and Third West streets; a commodious ice house; roomy store house; foundry; master mechanic's office; car repair shop and shop facilities; the filling and grading of yards and the construction of new trackage.

Great Rush of Business.

During the past year the larger acreage of beets, the opening of new sugar factories, the location of additional industries along the line, the throwing open to settlement of big tracts of land shortly to be brought under irrigation in Idaho, the development of the mining industry, and the general building up of the territory tributary to the system, one and all have contributed to the prosperity of the Oregon Short Line. So great has been the rush of freight and passenger business that a shortage in cars and motive power has been greatly marked, in some instances bordering upon actual suffering, in the case of coal shipments for instance. In order to offset any such next year, orders have been recently placed for 10 consolidated freight engines, four Pacific coast passenger engines, four switch engines, five passenger coaches, two baggage cars and 200 steel coal cars.

At the present time the equipment of the Oregon Short Line proper in Utah and Idaho consists of 190 locomotives of all classes, ranging from the 200 to the 1,010 class, 124 passenger train cars, 5,578 revenue freight cars and 368 non-revenue freight equipment.

In all there are 75 stockyards and shearing corrals located along the Oregon Short Line, including big feeding in transit yards which were purchased and equipped at Montpelier, Ida., this year, to conform with the new law governing the number of hours livestock shall be kept in the cars without food or water.

PHENOMENAL RUSH OVER THE SALT LAKE ROUTE.

THE first year of operating through trains between this city and Los Angeles over the San Pedro, Los Angeles & Salt Lake railroad, commonly known as the Salt Lake Route, has had a marked local beneficial effect. It has been a factor in filling the hotels nightly and taken altogether has brought thousands of tourists hither.

Official figures secured from the office of the general passenger agent at Los Angeles, show that during the past 12 months the road has hauled 92,122 passengers into, and 97,074 people out of Salt Lake, not a bad showing for a new line that has only been operating one through passenger train over the 1,000 miles of line every 24 hours. General Manager R. E. Wells was asked by the "News" to furnish an estimate of the number of passengers carried by this road during the past 12 months, and in reply stated that it will not fall far short of a million and a half, or a fraction over 4,109 passengers daily. Of this huge total naturally the greater portion is comprised of the big crowds which travel to and from the sea-side resorts and inland cities tributary to Los Angeles.

A Passenger Year.

This year of operation of the new road has been essentially a passenger year. While freight is daily increasing, it has been an uphill fight to secure shipments owing to the opposition of the Southern Pacific and the Santa Fe at the other end of the line. At one time it looked as though the San Pedro was going to be shut out entirely from the warehouses, about the line of store delivery was seriously discussed by the traffic department. However difficulties were finally adjusted after several earnest meetings and now the Salt Lake Route starts out on a new year with every prospect of securing its share of transcontinental business. In this connection alone it is estimated that it will during the first three months of 1906 handle no less than 10,000 carloads of oranges and citrus fruits from the shippers of Southern California.

In addition during the past few months the new road has opened up a market for livestock and produce in Southern California.

Limited Trains Next.

Following the opening of the line it has grown in popularity so that it has become necessary to put on a new limited train and incidentally shut down the running time between the terminal. But for a delay on the part of the Pullman company in furnishing the dynamo cars the new limited would have gone into commission on Dec. 1. As it is the first train will start out of Chicago over the Chicago & Northwestern next week. From that time on there will be a daily service between Chicago and Los Angeles and vice versa over the C. & N. W., Union Pacific, Oregon Short Line and Salt Lake Route of this handsome train. The time has been cut down to 26 hours between this city and Los Angeles, and the new service will justify prove a popular one.

In order to get ready for its campaign of rapid running and the expediting of freight, the engineering department has been kept busy this year reconstructing the old line to California, putting in side tracks, ballasting and oiling the roadbed until at this time a ride over the main line is a

Railroad Building Which Means Much For the West.

No less than seven railroad corporations are in the preliminary stages of building extensions west which will materially assist in the development of the intermountain states. The amount which each road is spending, together with the increased mileage is estimated as follows:

	Mileage.	Cost.
CHICAGO & NORTHWESTERN.....	528	\$15,840,000
CHICAGO, MILWAUKEE & ST. PAUL.....	840	10,000,000
CHICAGO, BURLINGTON & QUINCY.....	341	10,250,000
HARRIMAN LINES.....	600	19,800,000
INDEPENDENT.....	1,811	55,000,000
WESTERN PACIFIC.....	1,000	45,000,000
DENVER, NORTHWESTERN & PACIFIC.....	514	15,420,000
TOTAL.....	5,194	\$171,290,000



DAVID H. MOFFAT, DENVER'S RAILROAD KING.
Who is Building a Road Direct to Salt Lake—How He Looks in Caricature as Portrayed by Callup in "Representative Men of the West."

vastly different experience from what it was 12 months ago.

Beneficial Cut Offs.

On the Salt Lake division Mr. R. K. Brown, the engineer of maintenance and way, has been a decidedly busy man. During the year he has supervised the building of five small cut-offs, which have eliminated some of the worst curves and gradients on the division. In all there have been built 28.4 miles of new line, embracing the following:

- Modena line change.
- Grade change east of Goss.
- Line change near Trent over Sevier River.
- New Line Beuna Vista to Salt Lake City.

This last named gives the Salt Lake Route a straight haul into the proposed San Pedro-Short Line depot, and obviates the backing in and out of the yards that heretofore has consumed from 10 to 15 minutes.

Of the new construction now under way on the Utah division are extensive track facilities at Garfield for the new smelters, and new tracks at Spanish Fork, Payson, Nephi, Sharp, Juab, Mills, Leamington, Newhouse and Moapa.

house and Spanish Fork being under way.

One feature of the buildings that have been erected by the Salt Lake Route this year is the quarters of the section men. These houses are built of concrete blocks, and are very comfortable affairs. In this direction alone the company has spent \$50,000 on the Salt Lake division, with more to follow.

Improvements Under Way.

Of the improvements now under way in Utah and Nevada, the following are the most important:

- Widening embankments preparatory to ballasting between Nevada and California, 40 miles.
- Ballasting between Nevada and California, 40 miles.
- New rail between Nevada and California, 40 miles.
- Ballasting Lynn to Nevada, 166 miles.
- Oiling roadbed on both Salt Lake and Los Angeles divisions, 290 miles.

New stock yards for general business and feeding in transit at California. In addition to the general improvements enumerated, much work has been done during the current year on water stations for locomotives, numerous deep wells have been successfully driven and pumping plants and pipe lines of the most modern and permanent character have been built. At the present time the entire road is very

well supplied with abundant quantities of good water.

For the coming year there are additional improvements under consideration for the Salt Lake division, which will aggregate approximately \$200,000. These embrace track facilities for several large industries located along the line, and include additional quarters for telegraph offices, operators and waiting rooms for the public at several points along the line.

Rolling Stock and Branch Lines.

While the growing business of the road will demand additional rolling stock as the industries and branch lines are developed at present the road has the following new equipment that was ordered this year, most of which has been delivered: 31 engines, 49 passenger cars and 1,900 freight cars.

Among the branch lines projected are one to Bullfrog, to Pioche and to the iron deposits of Iron county, near Cedar City. Of these but one is actually under construction. This was incorporated 60 days ago under the title of the Las Vegas & Tonopah Railway company, and active operations have been commenced with the promise that by April 1 trains will be running into Bullfrog, thereby opening up new territory and affording Salt Lake a handsome revenue from ore hauls to the smelters.

Moved to Los Angeles.
The headquarters of the Salt Lake

Route were this year moved from Salt Lake to Los Angeles, leaving the road here in the hands of Division Superintendent H. E. Van Housen and District Freight and Passenger Agent J. L. Moore, who look after the operation and traffic affairs of the company respectively. The ticket offices, operating and engineering headquarters, will within a few days all be moved under one roof to the new Herald building, on East Temple street, which has been erected by President W. A. Clark and associates to house their various interests in Utah.

RIO GRANDE WESTERN'S PASSENGER RECORD.

IN the year 1905 the Rio Grande Western has handled in and out of Salt Lake 326,284 passengers. This number does not include through passengers delivered to or received from the Oregon Short Line, Union Pacific, Southern Pacific or the Salt Lake Route.

The number of passengers handled by the Rio Grande Western during the current year in Utah, all told, footed up to the astonishingly handsome total of 555,000 souls.

These figures, supplied through the courtesy of General Passenger Agent S. K. Hooper from his records of weekly reports from all agents, give some idea of what the Gould road has done for Utah during the past year and furnish a hint of what is to be when the Western Pacific is completed.

When it comes to the movement of freight there are no figures obtainable at this time, but as every car has been working over time and all the yards on the system have been congested during the past three months it is a safe proposition to affirm that this year has been one of the best in the history of the sole "All Utah" big road of the state.

New Rolling Stock.

In keeping with the spirit, progress and development which is manifest on the system by way of a preliminary 30 new locomotives and 400 freight cars have been ordered for early delivery in order that the growing business of the road may be taken care of with dispatch.

At the present time the rolling stock of the Rio Grande Western consists of 108 locomotives, 32 passenger train cars, 1,357 freight cars and cabooses and 115 pieces of construction and maintenance equipment. Owing to an interchange of equipment with the Denver & Rio Grande Grand Junction, however, these figures do not represent the rolling stock that is moved over the 660 miles of track embraced in the Utah system.

Bingham-Garfield Branch.

Aside from the routine work on keeping up the physical condition of the road there has been little actual construction under way this year. The biggest proposition has been the construction of a 16-mile branch from Bingham to the smelter site at Garfield which will be completed within a few days from date. The Hooper branch, five miles in length, is another piece of work that has been projected and cleaned up during the year.

The work of substituting 85 pound steel for the old 65 pound rails has been pushed again this season with the result that 44 miles of new track have been laid on the east end of the Western.

Generally speaking the Rio Grande Western has been getting ready for the active campaign of construction on the Western Pacific this year.

Behind Western Pacific.

The first official announcement that the Rio Grande Western was behind the Western Pacific came with the annual report of the road which was issued in early December. Over the signature of the president, E. T. Jeffery, was set forth the welcome news that the D. & R. G. and the R. G. W. were practically financing the new Gould road to San Francisco. In addition the report of the president stated that a traffic agreement had been entered into with the Western Pacific for the provision of a joint through line from Denver to the Pacific tidewater. This arrangement is not only of great advantage to the Rio Grande Western but it also assures the Western Pacific Railway company a lucrative business and good earnings as soon as the main line is placed in operation.

In conclusion President Jeffery said in his annual report:

"The construction of the Western Pacific Railway company's line is now a certainty, and its completion within the next three years is confidently anticipated."

The Pacific Coast traffic is already very large and is rapidly growing. In view of the great increased volume of this traffic that will be carried over your existing lines so soon as the new railway is completed, and in view also of the advantages to be derived from the development of local industries and the opening up of additional markets, the importance and value of this new artery of commerce to your system of railway and to your Utah Fuel company can hardly be overestimated."

It can thus be seen that the interests of the Rio Grande Western and the Western Pacific are so closely interwoven in Utah that in a review of the year one cannot be mentioned without referring to the other.

Preparing for the Future.

In order to get ready for the last link in the Gould chain of transcontinental railroads the Rio Grande officials have been very busy this year. Chief Engineer Ward of the D. & R. G.

has spent considerable time in going over the situation and getting ready for the future. Options have been secured here for a right of way and a depot site, plans have been drawn for joint shops for Salt Lake and a hundred and one things connected with the preliminary stages have been looked after by the engineering department.

By the time construction in Utah is cleaned up and grading operations on the contracts yet to be let in Nevada have commenced the Rio Grande Western will have these improvements under way in Salt Lake and Ogden and eventually permanent forces numbering several hundreds of heads of families will be living in consequence.

The operation and maintenance of the Rio Grande Western are in the hands of General Supt. A. E. Welby and the details connected with the movement of passengers, ticket sales and excursion business generally are looked after by L. A. Benton, general agent of the passenger department, both of whom have headquarters in this city.

SENATOR BAMBERGER TO ELECTRIFY HIS ROAD.

STATE SENATOR SIMON BAMBERGER, president and general manager of the Salt Lake & Ogden Railway company, promises Salt Lake a splendid inter-urban electric railroad system between this city and Ogden over the right of way of his road which at the present time is operated by steam.

At this time the road is only operated as far north as Lagoon at Farmington, a distance of 16 miles. Five miles of grade have been built this year and it now awaits the arrival of the 85 pound steel recently ordered to connect Farmington with Kayville. From this point to Layton, a distance of three miles, there is a gap. Beyond Layton, however, teams and scrapers are now at work constructing a grade for an additional 10 miles. This will bring the road into Ogden.

It is the intention to still further extend to the mouth of the canyon above Ogden where Mr. Bamberger and associates have purchased an idea of site for a summer resort which undoubtedly will be a good revenue getter.

Contracts have been recently closed for the last shipment of 35 round train rails to be delivered in Salt Lake Aug. 1, 1906, so that there will be no difficulty in completing the line next year and having it in good running order.

Last week William H. Gray, the electrical expert for the company who resides at Denver, left for New York where he will look over the field with the object in view of placing the entire order for plant and equipment for the inter-urban road.

As it is the Salt Lake & Ogden is a valuable piece of property. It was even before Mr. Bamberger secured the franchise which enables him to bring his cars on to East Temple street and Third South.

During the summer months the passenger business on this road reaches large proportions owing to the traffic to and from Lagoon, a popular country resort for the sweltering days. All the year round, however, there is considerable travel on the road to and from Salt Lake, while when it comes to freight the brick shipments, of which there are millions annually, more than pay all operating expenses leaving a very handsome margin for the produce, milk and fruit expressage that is a feature of this line.

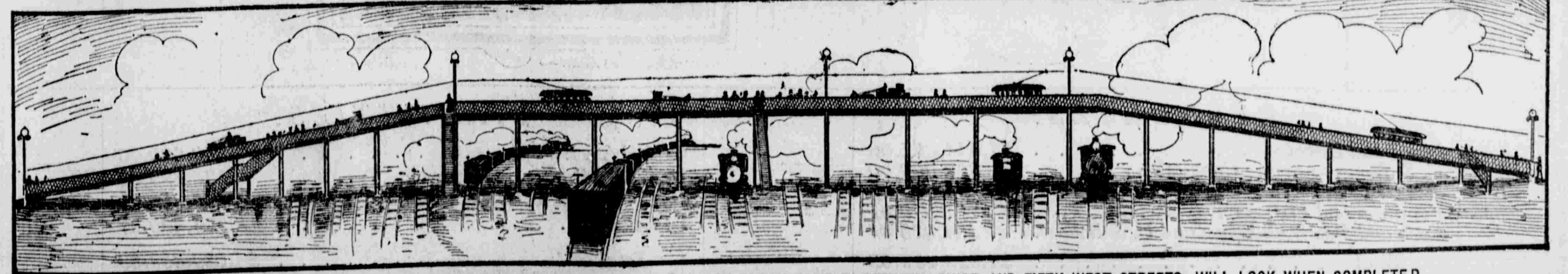
Last spring the road was relaid with 60 pound rails which in turn will be torn up next year to make way for the 85 pound steel that has been ordered. The equipment of the road at present consists of seven engines, 27 passenger cars and 46 freight cars.

SANPETE VALLEY LINE INCREASED ITS EARNINGS.

AMONG the minor railroads of Utah the Sanpete Valley shows up well this year with a marked advance in earnings since May, when the new schedule giving direct connection with the Salt Lake Route went into effect. The fact also that during the past summer surveys have been completed for a three-mile spur running from Moroni to the site of the new sugar factory gives promise of good things in store. This season has been a bright one for Sanpete, the crops have been ahead of those of the past few years, banks have been organized at Ephraim and Moroni, and taken all in all this fertile section of Utah has come to the front generally. Among the heaviest classes of shipments on the Sanpete Valley railroad have been livestock and the coal output from the mines at Sterling, the southern terminus of the road.

The Sanpete Valley railroad consists of a line running from Nephi, Juab county, to Sterling. In all, counting the main line and spurs, the road consists of 14 miles of track. During the current year 65-pound steel has been substituted for 55-pound rails, and it is the intention to cover the entire trackage with the heavier steel ultimately.

The rolling stock of the company consists of 15 freight cars, two passenger coaches and two Baldwin consolidated engines, which is ample under present conditions when it is borne in mind that the road in case of a rush can borrow equipment from its connections. The headquarters of the company are in the McCormick block, Salt Lake, and its officers are J. W. Young, president and general manager; U. U. Hixley, secretary, treasurer and traffic manager.



HOW THE OREGON SHORT LINE'S NEW STEEL VIADUCT WHICH IS TO BE BUILT ON NORTH TEMPLE, BETWEEN THIRD AND FIFTH WEST STREETS, WILL LOOK WHEN COMPLETED D.