

## Chapter 1 : Utah and Northern Railway | Railroad Collectibles & Memorabilia

*The Utah & Northern Railway is a defunct railroad that was operated in the Utah Territory and later in the Idaho Territory and Montana Territory in the western United States during the 1850s and 1860s.*

In fact, 1869 is considered to be a benchmark year in Utah history—the pioneer era coming to an end with the coming of the railroad. Brigham Young, as community leader and president of The Church of Jesus Christ of Latter-day Saints, foresaw the impact that the coming of the railroad would have and wanted the transcontinental rail line built through Salt Lake City. He was aware of the role that a railroad could play in tying a community together as well as connecting a region with the outside world. After representatives of both the Central Pacific and the Union Pacific met with him and explained the difficulty and extra expense of a route through Salt Lake City, Young accepted the decision and helped wherever he could to speed the completion of the project, including arranging for the use of local contractors for the construction of the tracks across the territory. Union Pacific Big Boy on turntable, Ogden Yard The construction of a connecting railroad line south to Salt Lake City, and later into almost all parts of the state, had a much larger impact on the local populace than did the joining of the rails at Promontory. In early 1869, prior to the completion of the transcontinental railroad, Mormon church leaders began working on the organization of a connecting railroad between Ogden and Salt Lake City. In January that line was completed, connecting Salt Lake City to the national rail system. One of the benefits that the Mormon church received from the coming of the railroad was the availability of low-cost transportation that would help to bring large numbers of its members to the new Zion. From places as distant as Europe, new members came by way of the ports of call along the East and Gulf coasts. Twenty years later, Union Pacific had become the largest railroad company in the territory. In 1893, however, Union Pacific was forced into bankruptcy along with its subsidiary railroad companies. The Oregon Short Line emerged from bankruptcy in 1893 as an independent company, and the reorganized Union Pacific emerged from bankruptcy in 1893. The former Oregon Short Line had controlled much of the traffic that the Union Pacific depended on, and the new situation was no different. Within two years, the new Oregon Short Line was again under the full control of the reorganized Union Pacific. Instead of building a new route through Utah, in 1893 the Los Angeles and Salt Lake purchased the former Utah and Pacific Railroad line between Milford and the Nevada state line, that was completed in 1869. Completed in 1893, the new line ran west from Salt Lake City and then south through Tooele before it connected with the former Utah Southern route at Lyndyl. The new line roughly paralleled the former narrow-gauge Utah Western Railway, completed in 1869 between Salt Lake City and a point just north of Stockton called Terminus. The company was reorganized in 1893 as the Rio Grande Western Railway to enable it to finance the conversion of its line from narrow gauge to standard gauge. In the seventeen years that the two companies were independent, they succeeded in completing a network of branch lines that put them in direct competition with the Union Pacific in the state of Utah. In addition, the Rio Grande also had a virtual monopoly on the movement of coal out of the state. The company was controlled by the same people who controlled the Rio Grande, and its line was completed as a Pacific Coast extension of the Denver and Rio Grande tracks. In 1893 the Denver and Rio Grande consolidated its various branch lines and subsidiary companies in Utah and Colorado, including the Rio Grande Western, to finance the completion of the Western Pacific line. The route was completed west from Salt Lake City around the south end of the Great Salt Lake, continuing due west across the salt desert to the Nevada line at Wendover. Rio Grande lost control of the Western Pacific in 1893, with the latter railroad company remaining independent until it was merged with the Union Pacific in 1904, giving Union Pacific direct access to the ports of Oakland and San Francisco. The Southern Pacific came into the state by leasing the original line of the Central Pacific. In 1893 the Southern Pacific completed one of the longest railroad trestles ever built when it constructed a new line across the north arm of the Great Salt Lake. In 1893 the trestle was replaced by an earthen fill dirt causeway. In 1893 the Southern Pacific and the Denver and Rio Grande Western merged, forming the fifth largest rail system in the nation. Brigham Young viewed the completion of these railroads more as a benefit to the communities they served rather than as profit-making enterprises. These "Mormon Roads," as some historians have called them, radiated like spokes

of a wheel from Salt Lake City and Ogden. They made the movement of goods and people easier within the territory, and included, in addition to the Utah Central and the Utah Southern, the Utah Western, built west from Salt Lake City, and the Utah Northern, which was built north from Brigham City and later connected with Ogden. At the same time that the railroad was being completed into Park City, it was also being converted from narrow gauge to standard gauge. The first company to construct a line was the Utah Eastern Railway, completing its narrow-gauge line between Coalville and Park City in 1869. Both the Summit County and the Utah Eastern companies reached Park City on the same day over virtually parallel routes. Union Pacific soon gained control of the Utah Eastern company, however, and shut it down in December 1870. The Rio Grande gained control of this line in 1871, realigned and rebuilt the worst parts of it, made it standard gauge, and operated the route as its Park City branch until 1880, at which time most of the line was removed. The line was removed during the summer of 1880. Other early mining railroads included two built by Charles Scofield that are sometimes called the Scofield lines. A third Scofield line, the Utah and Pleasant Valley, went south from Springville in 1869 to reach the newly discovered Winter Quarters coal mines. The large quantities of coal in eastern and central Utah were just being discovered in the early 1860s when the Denver and Rio Grande Western completed its line into Salt Lake City during 1868. The Denver and Rio Grande Western was able to improve its position in Utah by purchasing all three of the Scofield lines. The purchase of the other two Scofield lines gave the company some guarantee of holding the highly valued mining traffic once it reached the Salt Lake Valley. The construction of the Rio Grande line through what is now Carbon County provided transportation for the coal from the mines as they were discovered and developed. The discovery of coal mines in Price Canyon was followed by the development of other coal mines at Sunnyside. After the turn of the century, additional coal mines were developed at Kenilworth, Hiawatha, Mohrland, and in Spring Canyon. This line was a subsidiary of United States Steel Corporation and was closed in 1914 along with other U. Steel properties in the state. By 1880, in part because of the availability of low-cost transportation, coal had become a major contributor to the economic growth of the state of Utah, and remained such until the late 1800s. Asian man with wheelbarrow, constructing railroad The Tintic Mining District near Eureka was developed in the early 1860s, just after the coming of the transcontinental railroad. The silver, lead, and gold ore was of such high value that the first mines were successful even with the high cost of wagon transportation. The first railroad that arrived in the district, the Union Pacific-controlled Salt Lake and Western Railroad, was actually headed toward California in competition with the Central Pacific. Within a year the company completed a branch into Silver City, and in 1869 a branch was completed to serve Eureka. The line immediately began transporting ores out of the district. With the availability of low-cost rail transportation, many of the marginal mines became successful operations. By the end of the 1860s the Rio Grande-controlled Tintic Range Railway had completed its line into the Tintic District from Springville and gave the Union Pacific line some needed competition. Both the Eureka Hill and the New East Tintic roads used Shay locomotives, which are a special type of gear-driven locomotive designed for use on railroads with steep grades and sharp curves. The New East Tintic later came under Union Pacific control, and its two Shay locomotives, along with a third purchased later, were the only ones of their type on the Union Pacific lines. Other mining districts in the state attracted other railroad companies. John and the silver mines in Ophir, along the western slope of the Oquirrh Mountains. Just south of Ophir was the fabulous gold-mining district of Mercur. The track was constructed along some of the most tortuous curves and grades of any railroad track in the state. About ten miles north of Mercur was the mining camp of Bingham Canyon. By the late 1860s the silver mines in Bingham Canyon were fading. A series of mining company consolidations, with out-of-state financial backing, took place over the next decade. These consolidations were spurred on by the increasing quantities of copper ore discovered. In 1873 the Utah Copper Company was organized to mine the vast quantities of low-grade copper ore discovered in Bingham Canyon. Utah Copper, along with Boston Consolidated, and later Ohio Copper Company, soon developed the methods of mining and milling that were needed to make the mining of the low-grade ore profitable. Railroad transportation played a very important part in the new mining method, which is called open-cut mining. First, steam shovels would remove the capping, or waste material, which covered the ore, and then load it into railroad cars for movement to other locations. As the ore was exposed, the shovels would load it into rail cars and these would be transported to

the mills. Both Utah Copper and Boston Consolidated built mills sixteen miles north of Bingham Canyon on the south shore of the Great Salt Lake, where the availability of free-flowing springs could furnish enough water for the milling operations. Ohio Copper chose to build its mill at Lark, just outside of Bingham Canyon. To increase the capacity, in the Rio Grande Western completed a new line into the canyon, allowing for the operation of larger and heavier trains. Within a year, however, the copper companies wanted still more capacity; but the Rio Grande hesitated to build more track just to serve the mining operations. To overcome the lack of capacity, in Utah Copper completed its own line between the mine in Bingham Canyon and the mills near Magna. The new line was called the Bingham and Garfield Railway, and it soon became one of the busiest rail lines in the nation, moving some of the heaviest trains. In , to reduce the costs of operations, Utah Copper installed rotary car dumpers and electric switching locomotives at the mills. Additional cost reductions came between and when the shovels and the locomotives used in the mine itself were converted from steam power to electric power. The copper company continued to lower its cost by completing three railroad tunnels between the open-pit mine and the lower portions of Bingham Canyon. The first tunnel was completed in , the second in , and the third, and longest at 3. In Kennecott completed an entirely new, completely electrified rail line between the mine and the mills. The new line was built using grades that were much lower than those of the original Bingham and Garfield line. The traffic was still at this high level in the electric locomotives that were built in were replaced by new diesel locomotives. Beginning in the electric locomotives in the mine itself also were replaced by diesels. The railroads played an important part in agriculture by moving the goods to markets both within and outside of the state. Most of the dairy products were shipped to California, and the wheat was shipped either as grain or as flour to California and the southern states. The destination for the finished sugar from sugar beets was local markets and points in the Midwest and Pacific Northwest. The agricultural branch lines which the railroads built were almost solely used for the movement of sugar beets from the fields to the sugar factories. The Oregon Short Line built several branch lines in these beet-growing regions. In the period between and , before the widespread use of trucks, railroads were the most efficient way to transport sugar beets to the factories, located in the Cache Valley, the Bear River Valley, Brigham City, Ogden, Layton, West Jordan, Spanish Fork, Gunnison, and Delta. The canning industry in the state placed Utah as the eighth-ranked producer of canned goods in the nation. Of the more than seventy-five canning companies that have been in business in the state, less than fifteen were truly successful and able to remain in business year round. Each of these successful canning factories was serviced by a direct railroad connection, allowing direct shipment of their canned goods to waiting markets. The largest canneries were located in West Ogden and in Smithfield, which remains today as the only cannery operating in the state. Between and , when the plant was closed, the company shipped many railroad boxcars filled with new, empty cans to canneries all over the state and the region. In Sego built a processing plant in Hyrum. The Borden Company opened its milk-condensing plant in Logan in The Morning Milk Company opened a condensing plant in Wellsville in , and sold it to the Carnation Company in The opening of these plants has been called the single greatest stimulus to the dairy industry in northern Utah.

Chapter 2 : Utah & Northern Railway v. Fisher :: U.S. 28 () :: Justia US Supreme Court Center

*Utah & Northern Railway was organized in April by Union Pacific interests to own and operate the bankrupt Utah Northern Railroad. The route was three-feet narrow gauge from Ogden, Utah, north to Garrison, Montana, a total of miles.*

Well yes, since Dillon, the county seat, has a single stop light, you can say that. Monica, at the state border with Idaho, is a good place to start, first established as a place on the Utah and Northern Railroad line as it moved north toward the mines at Butte in Monica had a second life as a highway stop on the old U. Highway 91 that paralleled the tracks, as evident in the old garages left behind. Lima is a classic symmetrical-plan railroad town, the plan favored by the engineers of the Utah and Northern as the railroad moved into Montana. The west side of the tracks, where the two-lane U. Highway 91 passed, was the primary commercial district, with several brick and frame two-story buildings ranging from the s to the s. The east side, opposite old U. Highway 91, was a secondary area; the Lima Historical Society is trying to keep an old s building intact for the 21st century. Eight miles to the north is a very different historic schoolhouse, the one-story brick Dell school , which had been converted into a wonderful cafe when I stopped in The Calf-A is not the only place worth a look at Dell, a tiny railroad town along the historic Utah and Northern line, with the Tendroy Mountains in the background. Dell still has its post office, within its one store, its community hall, and a good steakhouse dive, the false-front Stockyard Inn. But most importantly, for an understanding of the impact of World War II on Montana, Dell has an air-strip, which still contains its s B Radar base, complete with storehouseâ€”marked by the orange band around the buildingâ€”and radar tower. Kate Hampton of the Montana State Historic Preservation Office in told me to be of the lookout for these properties. Once found throughout Montana, and part of the guidance system sending planes northward, many have disappeared over the years. There are no more towns between Dell and Dillon but about halfway there is the Clark Canyon Reservoir, part of the reshaping of the northwest landscape by the U. Bureau of Reclamation in the s. The bureau in built the earthen dam and created the reservoir, which inundated the small railroad town of Armstead, and led to the re-routing of U. Highway 91 now incorporated into the interstate at this point. The reclamation project, which stored water for irrigation, also covered the site of Camp Fortunate, a very important place within the larger narrative of the Lewis and Clark Expedition and its relationships and negotiations with the Shoshone Indians. An early effort to mark and interpret the site came from the Daughters of the American Revolution, who not surprisingly focused on the Sacajawea story. Reclamation officials added other markers after the construction of the dam and reservoir. In this century the Lewis and Clark National Historic Trail has added yet another layer of public interpretation in its attempt to tell the whole story of the expedition and its complicated relations with the Native Americans of the region.

*Utah Northern Railroad existed from to , when it was reorganized as Utah & Northern Railway. U&N was a UP-controlled company and became part of UP's roll-up in of its controlled companies in Utah and Idaho as the newly organized Oregon Short Line & Utah Northern Railway.*

Timeline Much of the information presented here is based on research completed by George Pitchard. August 23, The Utah Northern Railway corporation was organized. Young, President and General Superintendent; W. Richards, Lorenzo Snow, Wm. Hatch, Hezekiah Thatcher and John W. The dedication prayer was offered by Lorenzo Snow. Young broke ground, and a portion of the grade was begun and completed, by shovel, pick, plow and scraper, amid the firing of cannon and ringing of bells. A great number of people were present to witness the ceremony. Richards delivered an address A company had been organized, work had commenced, and four miles of the road was ready for the rails, and five miles of rails would be here in a few days. Young then showed the advantage of building the line on the narrow gauge principle, proving that it would be a saving of over 40 per cent. Herrick each made appropriate remarks, That gentleman has also succeeded excellently in procuring iron and rolling stock. Iron and cars are expected daily, when track laying will commence. A great number of men and teams are pushing the work ahead in Cache Valley, and all the officers of the road are energetic and sanguine of success. Young, one of the prolific family of the great prophet. It starts at Willard City, a few miles north of Ogden Young is quite sanguine that he will be able to bring sufficient capital to his aid for its construction. There is already a locomotive upon the tracks, and with the opening of the next spring the work will undoubtedly be pushed rapidly. As soon as the iron arrives, which is on the way, track-laying will commence, and it will not be long before the Loganites will hear the shrill whistle of the little locomotive. Bring on the iron. Half a mile of track will be laid this afternoon. We are informed that forty additional car loads of rail are now at Ogden. March 28, About a mile of track is laid on the Utah Northern. Silver, master mechanic of this road informs us that he was on the line from Tuesday until Friday of last week, and was engaged in running the engine, which, he says, works splendidly. It has a nine-inch cylinder, with a sixteen-inch stroke, and forty-eight inch driving wheels. Besides the engine, the line has one passenger car, two dump, one box and two flat cars. Up to Thursday night about five miles of track were laid, and it was being put down at the rate of half a mile a day. There is a large amount of iron on the ground and Brother Silver passed seven car loads on his way back to this City. The grading is nearly completed to Cache Valley. Deseret Evening News, June 18, ; Reeder, p. Sloan, on the trip recently made by C. Savage over the line of the Utah Northern, and mentioning some of the pictures that Savage made that day. He says the road will never be built, but it is raising h--l with the bonds of the Utah Northern in the New York market! Which, it is not too much to say, is bad enough for the narrow gauge. Salt Lake Herald, August 30, September 5, Utah Northern timetable and fare schedule appear in the newspaper for the first time. Dutton started for Salt Lake on the 25th of last month, and had a very pleasant trip. They are handsomely finished, the inside being black walnut, ash and chestnut, and cost, we are informed, somewhere in the neighborhood of five thousand dollars each. They were constructed by Jackson and Sharp, Wilmington, Delaware, and are as beautifully finished as any standard gauge cars that run. They each contain twenty-two double and two single seats, with patent bowed ends, which give more room than the ordinary kind, and are fitted with the Miller platform, with self-acting couplings. Two hand cars for the little road were also forwarded with them. Edward Connor arrived this morning from the West. He says the Utah, Idaho and Montana road is to be built. That means the death knell of the Northern narrow gauge, run under Mormon auspices. Well, it is time that the roads in this country are in liberal hands. The engine ran over a steer, cutting him in two, the collision causing the engine to run off the track and tip over. Slight damage was done, and by Friday noon the engine was running again, the accident causing the omission of one round trip. Each has six wheels coupled, three feet six inches in diameter, with cylinders 10 x 16 inches. The big fill is within six feet of the top and its completion is all that there is any waiting for on the way to Logan, to finish the road to which point there is sufficient iron already on hand. October 25, Utah Northern: Completed to within a mile of town on the 19th. Intermountain

Railroads, by Merrill D. Beal, , page 17; History of Box Elder County, by Lydia Walker Forsgren, , page 31

There were many delays caused by the frigid temperatures and winter storms. The winter conditions were the reason that the completion ceremony at Logan was postponed until February 3, and still a snow storm prevented residents of Salt Lake City and Ogden from attending. OSL corporate history says the road was completed to Logan on January February 1, The Utah Northern has been completed to Logan. The Utah Northern is a narrow-gauge, and is forty miles long. He designates the spot as near Marsh Farm old residents say it was near the brick school house in South Willard The celebration was held because the Utah Northern Railroad was completed between Ogden and Brigham. The exercises began at 3: The last spike, which was made by John D. Reese, was driven in place by Judge Samuel Smith. These men had been the contractors under whose direction the road had been built. February 5, The Utah Northern suffering yet from snow blockade. Salt Lake Herald, February 5, April 13, Grading for Utah Northern extension to Corinne is nearly completed, and tomorrow work on the bridge over the Bear River is to commence, all the materials being on hand. Also, all the ties are on hand for the line to Franklin. Corinne Reporter, June 11, Reeder, p. June 11, On and after June 12, , the Utah Northern will run regular trains to and from Corinne. Was the spur for the later Ogden Portland cement plant, built in May , constructed on the old Utah Northern narrow-gauge roadbed west from Bakers? June 12, "The first regular train to Corinne, by this line, ran today. Deseret Evening News, June 12, July 7, "There is now coming out from the east a large amount of iron, and a number of passenger and freight cars for the Utah Northern Railroad. Grading on the extension of this line to Corinne was completed and work on the bridge over Bear River was progressing rapidly. Sufficient iron for another twenty miles is on the way. It rendered material assistance to the heavily loaded train which came in from Logan while it was coming up the heavy grades. Work had begun in November but it was stopped to complete work on other parts of the road. In September work of grading the line to Ogden was resumed. On January 15 track laying began at Brigham Junction. February 6, "Utah Northern Connection. Young and Utah approached and saluted each other. Young from the Ogden side, and the Utah from the north. Ogden Junction, February 6, March 31, "For the Narrow Gauge -- four new flat cars, also a mail and baggage car, have arrived for the Utah Northern. Richardson, of New York, controls the road. Kennedy, and lifted by the News from the Deer Lodge Independent: The iron is bought and paid for, and also two new engines and sixteen new freight cars. The road is now running from Ogden to Franklin. Tracks had reached Hyde Park on October 9 and Smithfield on November 17, where work was halted for the winter. Work resumed at Smithfield in late March Gordon, a locomotive engineer, from Paterson, N. It took fifteen cars over the road with ease, three of which were loaded and six of them new, the new ones running as hard as an old one loaded. Gordon thinks the engine is able to take twelve loaded cars over the road with ease, notwithstanding the heavy grades on portions of it. It is to be christened the "Franklin" and was built at the Grant Locomotive works, Paterson, New Jersey, the same firm who built the "Logan. Gordon, who was sent here to put the "Logan" in running order will also put the "Franklin" in working condition. Another locomotive for the Utah Northern arrived last evening. The ties are for the Utah Western Railroad. The trouble heretofore was with the engines It goes into effect on January 1st, Hereafter the running of trains into Corinne will be discontinued, as the custom of the town does not pay the company for keeping up the Corinne branch. Trains will leave Ogden on and after January 1st, , at 9: Trains to and from Corinne will be discontinued. Steady employment is guaranteed if satisfaction is given.

**Chapter 4 : Utah Northern Railroad of**

*West Yellowstone and Dillon are Montana's best examples of railroad towns developed by the Union Pacific. Dillon is the oldest, established as the company's spur line, the Utah and Northern, pushed north from the main line and headed into the rich mining country of Silver Bow County and environs.*

The route was three-foot narrow gauge from Ogden, Utah, north to Garrison, Montana, a total of miles. From Pocatello north into Montana, the route was changed to standard gauge on July 24. The narrow gauge line north from Ogden to McGammon, Idaho, was replaced in by a newly constructed standard gauge line. Timeline Much of the information presented here is based on research completed by George Pitchard. April 3, "The U. He passed over the road on a special train today. April 5, "The Utah Northern. He made the purchase for Jay Gould and his associates, The corporation filed with Utah Territory on December 31, Funge made his initial shipment to Franklin yesterday, consisting of two cars of grain. The road is now running to its utmost capacity, and would have been very short of rolling stock were it not for the conversion of many flat cars into Doddridge refrigerator cars, the invention of Mr. They make a good car, Mr. Funge choosing them to carry his grain in preference to their regular box cars, as they are much more convenient to load and unload. Iron is being forwarded every day. There are about 70, ties on hand at present. Salt Lake Herald, July 7, July 9, Item says that there are 16 locomotives on the road, 15 of which were running on Monday the 7th; also, "Three more of the elegant parlor coaches will soon arrive, The company is preparing a number of box and flat cars for the same road. The road will be changed from its present route about a block south of the iron works, from which point it will run directly to the location of the new depot, instead of following the curved line at present in use. Grading is done beyond Pocatello. The freight houses are now being built. Salt Lake Herald, April 8, April 11, "The Utah and Northern Railroad some months ago contracted for twelve engines, two of which arrived last fall and three this week, leaving seven yet to come. There are now eleven engines on the road. Paper says that Eagle Rock is miles from Ogden. It stood the test, To any person who knows the paper and its publisher, the statement requires no denial; but in case any one might suppose there was any shadow of truth in it, will you allow me to say that there never has been a locomotive burned on this road; that we have never had to put in a new crown-sheet; that all our new locomotives are in good order, and have been so ever since they were set on this road; and that our engineers, as a class and without exception, will bear favorable comparison with those of any road in the West. No doubt that its editor thinks it hard that he is required to pay fare over a road whose men and management he seizes every opportunity of vilifying to the full extent of his limited ability. Legh Freeman was born on December 4, , in Culpeper. During the Civil War he served as a telegraph operator in the Confederate army. He was captured in but later released after swearing allegiance to the Union and agreeing to serve in the American West. After being mustered out of the service late in , Freeman acquired some old printing equipment and began editing and publishing the Kearney Herald. He was joined in by his brother Frederick, and when the Union Pacific moved past Kearney that fall, the brothers packed up their equipment. Sometimes called the "press on wheels," the Frontier Index then moved from one railroad construction camp to the next, including the future towns of North Platte, Nebraska; Julesburg, Colorado; Laramie, Wyoming; and Ogden, Utah. In his editorials he vociferously attacked Mormons, Chinese, Indians, politicians, opposition editors, construction-camp lawlessness, and President Ulysses S Grant. Freeman never stayed in one place too long. Like the mountain men he emulated, the editor tried to stay ahead of advancing settlement. Freeman stayed in the newspaper business long after the completion of the transcontinental railroad: He married three times and had four children. His later years were spent in Washington, where he published the Washington Farmer and became involved in the populist movement. Representing himself as the "Red Horse Candidate," Freeman failed twice to obtain a senatorial seat and finished last in the North Yakima mayoral election. He died February 7, , in North Yakima, Washington. This is necessary on account of the constantly increasing work that has to be done for the road. They have now 16 locomotives and over cars, which, all being kept in repair at Logan, furnishes a great deal of work. A large blacksmith shop was erected last fall, and the horsepower engine which was then put in, will furnish sufficient

power to run the new machinery, which will include lathes, a hydraulic wheel press, capable of putting on locomotive driving wheels, a wheel borer, and a power bolt and nut-tapping machine. These with the machinery which they now have, it is expected, will enable them to do all the work for the road for some time to come. The shops are in charge of Mr. Robert Croft, who is a thorough mechanic and a very pleasant gentleman. It went into effect on the 30th of November. A full description will be given in our next issue. It is built upon a new and improved plan, is almost unbreakable; and is powerful enough to batter down a stone wall of comparative thickness. The one great point of superiority in its construction is that instead of throwing the snow where it is liable to again clog the track, it casts the obstruction to a considerable distance. It will be in semi-circular form, and will contain six stalls for engines. All the tracks for the round house communicate with the main tracks. The carpenter work is being done under the direction of Mr. James Quayle; and the whole labor is under the supervision of Robert Croft, Esq. The proprietor is C. Bristol, and clerk is James Wells. Foundry is casting six large stoves for the new roundhouse and enginehouse along the line of the U. They will weigh 1, pounds each. On the 11th, two fellows walking on the track near Mendon were run over by snowplow, three engines and the caboose. Joseph Lindon Baker died on the spot, and David Rowe was severely injured. Train was moving about 15mph. All the boys are by this time as happy as mountain oysters. Foundry made 23 water tanks for the railroad. Hulaniski, the agent at Terminus, drove the said first spike. Congdon, General Master Mechanic of the U. Stevens, general master car builder of the U. Railway Company, has lately been in Logan and organized a branch of the business for this division of the road with Mr. Frost as his assistant. The shops for the car works are soon to be put up in Logan. This is another step in the right direction, towards keeping the headquarters of the U. Foundry [of Logan] has sent to the end of track two very substantial water tanks. The coaches and baggage cars are completed at the shops, but the other cars will be sent here in bulk and put together by Ogden mechanics, which will require an increase to the present force of men here. The traffic over that road increases so rapidly that it keeps them busy to supply the road with sufficient rolling stock to do the business. They will make the danger of fire-setting a thing of the past. Three new locomotives have just arrived from the East and are being set up. Notes" "Three new engines have lately arrived and will immediately be brought into good use. She will be ready for the road this week and will be almost as good as new. These cars are on the way and at once will be put in use as soon as they arrive. They were made at the Pullman car manufactory. These fine rolling palaces are set upon broad gauge trucks, which are so arranged that the thirty inch wheels can be taken out and put upon regular narrow gauge width axles; the trucks will need but little alteration to bring them to the necessary width for the Northern line. The wheels will be taken to Evanston to be fixed, while the narrowing of the trucks will be done at the shops here. It is said that by this mode, much money can be saved by the company on each car. The interior of each car has ten sections, containing of course 20 beds. The sides, besides having mirrors inserted at each section, are of fine woods, mahogany finish, beautifully inlaid with figures of flowers, etc. The tops of the cars are also of wood - three kinds - so laid that warping is next to impossible. Different portions of the car are mounted with German silver, the door handles, hinges, and in fact every metal part of the car is of this composition. The berths are also beautifully arranged, having every modern improvement lavished upon them in their construction. At the other end of the car is the Baker patent steam heater, which does away entirely with the use of stoves. Above this, but on the outside is a very ingenious contrivance, a patent heat regulator, automatic, which upon the generation of a certain amount of steam in the heater, throws off the surplus steam, making it impossible for the cars to get too warm. The cars are lighted by patent lamps, in which is burned a fine, non-explosive sperm oil. It is expected that by next Wednesday, at the latest, these two cars will be running between here and Blackfoot. Pullman cars was started on its Wednesday initiatory trip north. Among the passengers therein, was M. Beardaley, the popular proprietor of the Union Depot Hotel, and Mr. The sleepers are truly beautiful and comfortable in every respect. These cars contain 20 berths, each berth affording luxurious accommodations for one person. The sleepers are now running from Ogden to Blackfoot, far enough to accommodate passengers for the night. We understand that more sleeping cars are to be added immediately. A new day coach has also been lately put upon the road.

**Chapter 5 : Railroads in Utah - Utah Department of Heritage and Arts**

*Utah Northern Railroad. Soon after the Utah Central opened for traffic, people living in Northern Utah began pleading for a railroad. William B. Preston, one of the leading citizens of Logan, proposed that the people ask the Church Authorities in Salt Lake City to back the building of a railroad from Ogden to Soda Springs, Idaho.*

May 9, track laying topped the 6, ft. With the objective to reach Butte City Butte, the first train rolled into the mining city in the late evening of December 21, At last, Montana had a form of year around, dependable transportation, aiding the start of a major mining boom in Montana Territory. With much preparation and manpower staged all along the line, on July 24, , the UP Oregon Short Line widened the entire miles of three-foot, narrow gage main line to standard gage 4-ft. The last scheduled passenger train on the line, The Butte Special, was dropped with the start up of Amtrak in May, Coal had been mined near what would become Lethbridge, Alberta, Canada since the early s. By the s growing demand resulted in expanded mining in the region, yet, this was limited until railroad transportation reached the area. The mile line was constructed in to haul coal from Coalbanks. Within ten years the little narrow gage was annually hauling 90, tons of coal. Beset with rising freight rates from both the Northern Pacific and Union Pacific, as well as their jointly owned Montana Union, Daly determined to build his own railroad. ACM, in few short years bought back the majority of these securities, holding a majority ownership by Some survey work had been done in , and limited construction started in With completion of grading and bridges, laying rail was completed and limited freight service begun in December, The first passenger train rolled into Anaconda on December 26, In fact, track was built to the Southern Cross mining district, 22 miles west of Anaconda, but never beyond. With the rapid development of electric transmission and motor technology, the mining industry converted as rapidly as possible from steam power to electric pumps, compressors and associated mining machinery. The company had been replacing its first locomotives with large power to cope with increasing demands. Regular electric powered freight and passenger operations began in October, Initially, GE supplied 17 freight and 2 passenger 1, h. Once phased in throughout the system, dramatic operating cost savings were almost immediately experienced. Heavier ore trains were being handled, increasing the capacity of the entire railroad. This success had a direct effect on the decision to electrify the Milwaukee Road. In the same year, General Electric built 2 new 2, h. By , use of the heavily worn electrical system and aging electric locomotives was discontinued, with diesel-electric locomotives doing what became diminished work as foreign copper mining and low grade ore began to greatly diminish mining in Montana. Passenger service had been gone since April, In , ACM was acquired by Atlantic Richfield Corporation, but by had ARCO, faced with new environmental regulations, poor copper prices and increasing foreign competition, closed all Montana operations. Building west from Minnesota in , Northern Pacific construction was stopped for seven years at Bismark, North Dakota Territory due to the deep financial panic of Several years earlier, NP construction had begun in western Washington. Now, the road opened multiple construction efforts to complete the line. Villard, through a proxy battle with Billings took over the NP. Finally succeeding in linking together all of its track construction segments, Villard held a gold spike ceremony September 8, , at Gold Creek, Montana Territory with former President, Ulysses S. In three short years, Montana had witnessed a dramatic transportation change with major impact on its development. Having used federal land grant financing, the NP amassed vast prairie and timbered tracts, which it used for settlement, agricultural and natural resource development. Even so, like most U. Though primarily used for passenger service, this gave the NP its own trackage into and out of the mining city. Yet, most freight traffic went by way of the original, shorter line over the Mullan Pass via Helena. Hill was above all, a visionary, while at the same time having strong business and finance acumen. Having both shipping and railroad holdings, he turned his attention to the west, steering his St. Canadian born, Jim Hill had a sound grasp of the development potential that lay along the southern Canadian and northern borders of the United States. Also, having knowledge of the growing mining boom in Butte, Jim Hill visited and befriended Marcus Daly. It was readily apparent that the Manitoba Road needed to reach Butte as soon as possible, as the freight traffic potential was enormous. The Manitoba Road had its much needed freight traffic, and central Montana

Territory had dependable, year around transportation. Hill could once again turn his attention to his original objective to reach Puget Sound and the Pacific Ocean. Surveying several routes, and having no desire to parallel the Northern Pacific Railway west from Butte, Hill started construction west from Havre, Montana in 1881. The road had been the Great Northern Railway in 1888. John Stevens was employed to relocate Marias Pass, and with major effort from C. Haskell, the line was laid out through the Montana and Idaho Rocky Mountains. The Great Northern Railway was completed to Seattle in 1893. Branches were built in Montana to serve mining and agricultural areas, allowing settlement and development throughout the state. A second main line the Montana Eastern was started in 1894, running east from Lewistown, Montana to New Rockford, North Dakota, but was never completed due to economic conditions. Always well managed, the GN never missed a dividend, nor suffered a bankruptcy. Hill, was the premier GN passenger train, lasting, until Amtrak in 1971. This new route was about 2, miles, and was built without land grants. Interestingly, the route selected proved to be the shortest rail route to Tacoma. Construction along the entire route, started almost immediately. With mountain ranges crossed and the Yellowstone, Missouri and Columbia rivers bridged, the first through freight service to Tacoma began July 4, 1891. Limited local passenger service started one year later. May 28, 1892, saw the start of the daily Columbian and Olympian services. Strategic branch lines were constructed to reach some bypassed cities, including Spokane, Bozeman and Great Falls. Completed in 1893, the Great Falls branch became a major source of freight revenue. This line was so important that a second main line route was surveyed from Great Falls, through the front range of the Rockies and down the Blackfoot River drainage to Missoula. Due to WWI, and other economic factors, it was never built. Even while under construction, Milwaukee Road management was studying electrification of the line in the Rocky and Cascade mountain regions. Never the less, Western Extension business, though profitable, never reached desired levels, and financial difficulties plagued the Milwaukee Road for many years. Following WWII, it saw declining traffic patterns, then, by 1950, increasing competition from railroad mergers and trucking on the Interstate highways. The road dropped the Olympian Hiawatha in 1950, and shut down the badly worn out electrification in June, 1951. Finally, the Western Extension was abandoned in 1952. Montana and the west had lost their last-to-build transcontinental railroad. Mired in bankruptcy, the remaining portion of the Milwaukee Road merged into the Soo Line in early 1957.

### Chapter 6 : Utah and Northern Railroad | Montana's Historic Landscapes

*Description Utah & Northern Railroad. This railroad picture was taken at Eagle Rock, Idaho, now called Idaho Falls, in It shows old engine #97 connected to the way car. Fireman Leander S. Harris is standing in the engine's doorway. Arvil B. Harris, Donor. (Ogden.*

Montana Railroads Although trails wound their way through the Montana frontier, the first major freight and transportation facilities into the state were the steamboats along the Missouri and Yellowstone Rivers. Later, several well-marked "highways" gave connection by wagon train with the east and south. The telegraph linked Virginia City with Salt Lake City as early as and by a network of railroads was constructed across the state. The railroads played a significant role in the economic development of Montana. To remote Montana communities the railroads meant everything. Local promoters dreamed of a railroad through their town that would bring them instant prosperity and the promise of continued growth. Ranchers needed railroads to reach national and international markets, and miners needed the railroads to import heavy machinery and export precious metals. In the s, this dream was realized as Montana became one of the leading industrial mining areas in the world which combined with livestock production, led to flush times and statehood in The line followed the old Oregon Trail route. The announcement of the first transcontinental railroad convinced the states and communities far removed from its tracks that they too should have lines to serve them. In July, , Congress agreed and issued a charter for construction of the Northern Pacific Railroad, which would link Minnesota and the Pacific coast. Montanans felt that they would be forever cut off from civilization. However, at the time, other railroads had their sights on Montana. Their plan was to link the completed Union Pacific with Helena and Butte. On the evening of December 26, , on a bitterly cold night, the first Utah and Northern Union Pacific train entered Butte. The railroad had won the race and tapped the lucrative Butte mining trade. If you have comments or suggestions on ways we can improve the site please send us email at [montanakids@visitmt.com](mailto:montanakids@visitmt.com). You can also help your family plan a trip to Montana. Have your folks request a statewide travel packet by clicking [here](#). Please visit us again at [http:](http://)

**Chapter 7 : Oregon Short Line Railroad - Wikipedia**

*Utah Northern Railroad (Collinston Summit Segment 42B0) The Collinston Summit segment is significant in the early history of Utah railroads for at least two reasons. Selection of this route placed the chief engineer, James H. Martineau, and the UNR's officers, which included John W. Young, at odds with one another.*

The facts which make the case are stated in the opinion of the court. The plaintiff became a corporation of Utah under an Act of the Territory of February 12, , for the incorporation of railroad companies, and by the Act of Congress of June 20, , it was made a railway corporation, not only of that territory, but of Idaho and Montana also, with the same rights and privileges it had under its original articles of incorporation, Page U. It now owns and operates in Idaho a railroad, which, for the distance of sixty-nine miles and a fraction of a mile, passes through a tract of land in the County of Oneida, known as the "Fort Hill Indian Reservation," which was on the 30th of July, , set apart by order of the president for the Bannock tribe of Indians, pursuant to the provisions of a treaty between the United States and the eastern band of Shoshonees and the Bannock tribe, concluded July 3, The defendant is the assessor and tax collector of the county, and the tax having become delinquent, he was proceeding to enforce it by a sale of the property, when the plaintiff commenced this suit in the district court of the county to restrain him, contending that the property being within the boundaries of the Indian reservation is withdrawn from the jurisdiction of the territory. A preliminary injunction was granted, but at the hearing the court held that the property was subject to taxation, and that the tax was duly levied. The injunction was accordingly dissolved and judgment rendered for the defendant. On appeal to the supreme court of the territory this judgment was affirmed. The contention of the plaintiff is that the Indian reservation is excluded from the limits of Idaho by the Act of March 3, , creating the territory, or that it is necessarily excepted from the jurisdiction of the territory by the Treaty of July 3, Neither position can be sustained. The first section of that act embraces within the boundaries of the territory the reservation, and the proviso upon which the plaintiff relies only declares that nothing shall be construed to impair the existing rights of the Indians in Idaho, so long as they shall remain unextinguished by treaty, or to include within its boundaries or jurisdiction any lands which, by treaty Page U. The proviso excludes from the limits and jurisdiction of Idaho only such lands as by treaty were not to be included without the consent of the Indians, and it recognizes the authority of the United States to make the same regulations respecting the lands, property, and other rights of the Indians, which it would have been competent to make before the passage of the act. There was at that time no treaty with the Indians that the lands, which might be reserved to them, should be thus excluded from the limits and jurisdiction of any state or territory. The clause of the proviso on that head has therefore no application. This error was corrected in *Langford v. As* no such treaty existed, the proviso did not exclude the reservation from the limits or the jurisdiction of the territory. By the treaty, it was agreed that whenever the Bannocks desired a reservation to be set apart for their use, or the president deemed it advisable to put them upon a reservation, he should cause a suitable one to be selected in their country. It was under this agreement that the Fort Hill reservation was subsequently established and the Bannocks placed upon it. The treaty provided a reservation for the Shoshonees, and declared that they should enjoy various rights and privileges, and that the Bannocks, when their reservation was made, should have the same rights and privileges therein. Among other things, it was stipulated that the reservation should be set apart for their absolute and undisturbed use and occupation, and for such other friendly tribes or individual Indians to whose admission from time to time they and the United States Page U. The treaty also provided for the punishment, according to the laws of the United States, of any person among the Indians who should commit a wrong or depredation upon the person or property of anyone, white, black, or Indian, subject to the authority of the United States, and at peace therewith, and that no treaty for the cession of any portion of the reservation held in common should be of any force or validity as against the Indians, unless executed and signed by a majority of the adult male Indians occupying or interested there, and that no cession should be construed to deprive, without his consent, any member of the tribe of his right to land selected by him under the treaty. It is contended by the plaintiff that these stipulations cannot be carried out, if the laws of the territory are enforced on the reservation, and in

support of the position special emphasis is placed upon the clause in regard to persons passing over, settling upon, or residing in the territory, and the clause touching wrongdoers among the Indians. As these treaty provisions have the force and effect of a law, it is insisted that the reservation is excluded from the general jurisdiction of the territory, as effectually as if the exclusion was made in specific terms. To uphold that jurisdiction in all cases and to the fullest extent would undoubtedly interfere with the enforcement of the treaty stipulations, and might thus defeat provisions designed for the security of the Indians. But it is not necessary to insist upon such general jurisdiction for the Indians to enjoy the full benefit of the stipulations for their protection. The authority of the territory may rightfully extend to all matters not interfering with that protection. It has therefore been held that process of its courts may run into an Indian reservation of this kind, where the subject matter or controversy is otherwise within their cognizance. If the plaintiff lawfully constructed and now operates a railroad through the reservation, it is not Page U. The authority to construct and operate the road appears from the agreement of July 18, , between the United States and the Indians, which was ratified by act of Congress of July 3, . That agreement recites that the Utah and Northern Railway Company had applied for permission to construct a line of railway through the reservation, and that the Indians had agreed, for the consideration thereafter mentioned, to surrender to the United States their title to so much of the reservation as might be necessary for the legitimate and practical uses of the road. By force of the cession thus made, the land upon which the railroad and other property of the plaintiff are situated was, so far as necessary for the construction and working of the road, and the construction and use of buildings connected there with, withdrawn from the reservation. The road and property thereupon became subject to the laws of the territory relating to railroads, as if the reservation had never existed. The very terms on which the plaintiff became a corporation in the territory rendered it subject to all such laws, and, of course, to those by which the tax in controversy was imposed. The only answer of the plaintiff to this view is that, by the Page U. If this be so, it does not follow that the result would be changed. The moment that the road was lawfully constructed, it came under the operation of the laws of the territory. The stipulation and finding must, however, be read with reference to the legislation of Congress, and therefore as only establishing that the road and property are within the exterior boundaries of the reservation. They will not be so construed as to allow the company to escape taxation by the force of a stipulation as to an alleged fact which that legislation shows does not exist. Justia case law is provided for general informational purposes only, and may not reflect current legal developments, verdicts or settlements. We make no warranties or guarantees about the accuracy, completeness, or adequacy of the information contained on this site or information linked to from this site. Please check official sources. Justia Annotations is a forum for attorneys to summarize, comment on, and analyze case law published on our site. Justia makes no guarantees or warranties that the annotations are accurate or reflect the current state of law, and no annotation is intended to be, nor should it be construed as, legal advice. Contacting Justia or any attorney through this site, via web form, email, or otherwise, does not create an attorney-client relationship. Receive free daily summaries of US Supreme Court opinions.

**Chapter 8 : Utah Northern Railroad**

*Utah & Northern Railroad. Title: Utah & Northern Railroad p File Name: tif: Photo Number.*

Industry, Politics and Power: At the given signal, a hammer slammed down on a golden spike, sending an electric pulse out over telegraph lines stretching west to San Francisco, and east across Wyoming Territory to Omaha. They listened to speeches. They waved flags, toasted with champagne, and posed for photographs. For the sparsely populated Wyoming Territory, the golden spike meant the end of a prosperous two-year construction period brought by the Union Pacific. While hundreds of thousands crossed Wyoming by wagon train in the s, most recognized that it was too high, too cold and too dry for rainfall-dependent farming. It also lacked profitable mines. Those factors meant that almost no travelers who crossed Wyoming by wagon train decided to stay. The transcontinental railroad changed all of that by giving many more emigrants a means to live in Wyoming. Specifically, the rails provided a model of industrial development based on transportation of agricultural and mineral products. The railroad opened up trade to distant markets, spreading the costs of operating the line outside of the territory. In some ways, the combination of transportation and resource extraction created by the Union Pacific continues to drive the Wyoming economy. The railroad also set up dynamics of political and economic power that persist even now. More than any other economic force, the Union Pacific Railroad shaped the Wyoming we know today. The railroad creates the need for a territory The building of the Union Pacific across Wyoming forever changed the political and physical landscape, not least by bringing about the organization of Wyoming Territory out of a huge piece of land lopped off the southwestern part of Dakota Territory. The region needed its own government because of its remoteness from the capital of Dakota Territory at Yankton on the Missouri River. Wyoming Territory also took a small part of Utah and Idaho territory in the west of the continental divide. The northern boundary of Wyoming Territory was defined by the organization of Montana Territory in When the UP first came to Wyoming in , the railroad exerted a tremendous amount of influence on the government. Often it seemed that governments existed primarily to serve the interests of the railroad, first with federal military support to pacify Indians, unruly squatters or striking coal miners, and then by creating the structure of territorial government needed for conducting business. Heretofore the railroad has been the follower instead of the pioneer of civilization. Territorial officials fought for the right to tax property owned by the railroad and ultimately prevailed in an court case. After this, Wyoming Territory collected one-third of its property taxes from the UP right of way, track and rolling stock. Congress creates the Union Pacific For the company and the nation, the primary motivation for building a transcontinental railroad was to get to the Pacific Ocean. The idea for such a railroad first appeared in a pamphlet in , but gained more credence with the signing of treaties that opened up trade with China and Japan, and with the gold rush to California. Merchants, migrants and miners wanted to speed the trip to California and Asia by avoiding the long ocean journeys via Cape Horn and the Isthmus of Panama. In , Congress created the Pacific Railroad Survey to study the viability of prospective train routes advocated by southern and northern states. Secretary of War Jefferson Davis sent out parties to identify routes at the 49th, 47th, 41st, 35th, and 32nd parallels. As a devoted southerner, Davis, who would later become the president of the Confederacy, preferred the southernmost route from New Orleans to California. The 41st parallel report by Edward Beckwith built upon previous reconnaissance made by Howard Stansbury in Many years later, Grenville Dodge, the chief engineer during construction of Union Pacific, claimed he discovered the pass over the Laramie Range in while being chased by a band of Indians. The 41st parallel survey identified the route that would eventually be used by the Union Pacific. It offered both the shortest route west and the best crossing of the Rocky Mountains. But for the rest of the decade, railroad plans stalled because of tensions between North and South over whether and where slavery would be allowed to expand in the West. The secession of the Confederacy at the opening of the Civil War allowed the remaining members of Congress to take action on a transcontinental railroad. President Abraham Lincoln chose a northern route for the railroad, with Council Bluffs, Iowa, on the east bank of the Missouri River as the terminus. Lincoln did so at least partially because Dodge, a Union general and railroad engineer, had in the late s shown him maps of a

prospective railroad following the Platte River across Nebraska. Lincoln was a loyal supporter of railroad construction. He had seen how railroads developed his home state of Illinois, and railroads had been among his most important clients in his Springfield law practice. Californians started agitating for a railroad over the Sierra Nevada in the early s, and Lincoln wanted to ensure that California would maintain its loyalties to the Union. The federal government offers land and financing Lincoln signed the Pacific Railway Act on July 1, In , a second Pacific Railroad Act drafted by Union Pacific attorneys doubled the land grant to 20 sections for each mile, which created a checkerboard of odd-numbered sections for 20 miles on each side of the line and amounted to 4,, acres in Wyoming Territory. The grant also gave mineral rights under these lands to the railroad. The loan would last 30 years at a charge of six percent interest. Most of the investment came via financiers in New York who sold stock and bonds on the East Coast and in Europe. Investors included wealthy merchants from the China trade, Civil War financiers, and European nobility. The chief financier and general manager of the Union Pacific was Thomas Durant, a vigorous self-promoter who seemed to care less about building railroads than earning money. Representative Oakes Ames, two brothers from Boston who showered members of Congress with gifts of stock to gain favorable legal treatment for their line. Such questionable financing, however, expedited construction. The UP also fought territorial attempts to tax its land grant, which resulted in an ruling against the railroad on that question. The checkerboard pattern of ownership made few ranchers interested in purchasing the land, however, as they needed large, intact acreages to raise livestock in a dry climate. The UP floated a proposal to abandon the checkerboard by taking all the land within 20 miles on one side of the tracks and releasing all railroad land on the other side. The territorial government rejected the proposal in , however, because it would create "endless confusion. A system of stockyards and slaughterhouses developed which enabled cattle grown on the Wyoming ranges to be shipped to Chicago for slaughter with the beef then transported in refrigerated cars to the East Coast and even to Europe. In , the UP began selling some of its land grant acreages to prominent Wyoming livestock growers like F. In , Congress passed a law allowing the taxation of all railroad-grant land, regardless of whether final patents had been issued. The builders build the road Nearly every one of the construction managers and engineers who built the road had served as Union officers in the Civil War, and they brought their organizational and logistical prowess to bear in commanding the work. The chief railroad engineer, Grenville Dodge, had rebuilt lines in the South during the war while serving as a Union general. The following year the line made it miles, stopping at North Platte, Nebraska Territory for the winter. In the road made it another miles before stopping at Granite Canyon on the slopes of the Laramie Range west of Cheyenne. The following year construction raced across miles of southern Wyoming, entering Utah at the beginning of Surveying was considered as some of the most hazardous work for the Union Pacific Railroad, particularly in , when two chiefs of survey crews, Lathrop L. Hills and Percy Browne, died during attacks from Indians. Dodge also honored surveyor John A. Rawlins by naming a town for him. The surveyors also took on the tough duty of camping out for the winter of at the summit of the Laramie Range to make sure they located the line away from deep snowdrifts. The surveyors eventually linked a series of topographic features to create a favorable route. From there the route rounded the northern slope of Elk Mountain to reach the North Platte, moving on to enter the Wyoming Basin, also known as Great Divide Basin over a low ridge north of Bridger Pass. After leaving that basin, the railroad picked up Bitter Creek as a watered route into the Green River Basin. Track-laying crews completed the line into Cheyenne on Nov. Dodge laid out the town site and selected the location for locomotive shops. Like all such towns, Cheyenne businesses provided materials for the railroad as well as entertainment for the workers. Cheyenne boasted nearly 70 places to buy a drink in , along with numerous brothels, gambling houses and theaters. Inside, customers who spent enough money could get a drink, play a game of cards, dance with a girl, hire a prostitute and get treated for venereal disease all in one visit. Such mobile tents, along with the lawlessness they attracted, gave the end-of-the-tracks towns a descriptive nickname: By May 4, , crews had laid rails all the way to Laramie, but not before building across the formidable Sherman Summit, also known as Sherman Hill. At an elevation of 8, feet, the rail line over the Laramie Range became the highest railroad in the world at the time. Just west of the summit, a gorge created by the miniscule Dale Creek required the largest bridge built by the Union Pacific west of the Missouri River. The timber for the Dale Creek trestle

came from the forests of the upper Midwest. In total, the bridge measured feet high and 1, feet long. Vigilantes responded by killing the perpetrators without trials. Railroad money attracted a large, varied assortment of people. Some stayed; many moved on to other opportunities. For every town father like Laramie banker Edward Ivinson , there were dozens of free-floating laborers, unattached men, prostitutes, gamblers, swindlers and thieves who scavenged the dollars spilling out of the pockets of the rail workers. Luckily, the end of tracks moved on as crews moved north across the Laramie Plains. Benton, Wyoming Territory, near the crossing of the North Platte River , became an even more notorious Hell on Wheels town because of its incredible consumption of whiskey. But this town did not survive. The editor of the newspaper, Leigh Freeman, fled the town for Fort Bridger. The police shot their way out of town. Twenty-five of the rioters died in the foray and another 50 or 60 were wounded. The route required steep grades of 90 feet per mile. With that, the river of construction money with tributaries in the East and Europe began to dry up. The cash had provided the explosive energy that dynamited the road cuts and fed the sweating mules that graded the right of way. It motivated the 10, men who cut down timber for railroad ties and spiked countless rails across the high plains of Wyoming. But when the railroad shifted into maintenance and operation mode, many of those workers moved on to new opportunities. In the summer of , the non-Indian population for all of Wyoming Territory stood at 8,, with 2, in Cheyenne; 2, in Albany County ; in Rawlins; 1, in Sweetwater County. Acquiring enough population to gain statehood would take another 20 years. Wyoming Territory had a railroad, but rather than bringing settlers to the area, it served mainly as a transportation route between the eastern states, the Pacific Coast and Asia, and as a military transport system. The railroad played a major role in killing off the buffalo and efficiently delivering troops that broke the resistance of the American Indian tribes of the northern plains in the late s.

**Chapter 9 : Utah Northern Railroad | Railroad Collectibles & Memorabilia**

*Right of Entry and Accessing Property Access railroad property for digging, surveys, drilling, soil sampling and monitoring. Permissions and right of entry permits are required before entering railroad property.*

Preston, one of the leading citizens of Logan, proposed that the people ask the Church Authorities in Salt Lake City to back the building of a railroad from Ogden to Soda Springs, Idaho. Young, son of Brigham Young, assumed the leadership, knowing that the settlers were earnest in their desire. Hence, he traveled to New York where he secured the promise from Benjamin and Joseph Richardson to the effect they would furnish the needed materials for a railroad that would run from Ogden to Soda Springs, Idaho, provided the people along the line would do the grading, lay the ties and track and perform other work, such as erecting bridges, etc. In August of Young called a meeting in Logan where he presented the plans to a group of Church leaders in Cache Valley. Following this meeting, telegrams were exchanged between Bishop Preston and Brigham Young. Logan, August 15, President B. Young, Salt Lake City: Will it be wisdom for us in Cache County to grade and tie a railroad from Ogden to Soda Springs, with a view to Eastern capitalists ironing and stocking it; thereby giving them control of the road? The people feel considerably spirited in taking stock to grade and tie, expecting to have a prominent voice in the control of it; but to let foreign capitalists iron and stock it will, if my judgment is correct, give them control. The foreign capitalists in this enterprise do not seek the control; this is all understood. What they want, and what we want, is to push this road with all possible speed, if you decide to have one, so that it shall run through and benefit your settlements and reach Soda Springs as soon as possible. The officers were John W. Young, president and superintendent; William B. Preston, vice-president and assistant superintendent; Moses Thatcher, secretary, and the following were appointed directors: Preston, Hezekiah Thatcher, Franklin D. Merrill and Lorenzo H. Plans called for a narrow gauge road with a superintendent in each of the larger areas. The local bishops were held responsible for recruiting the labor. On August 26th, , ground was broken at Brigham City where a great celebration was held; the ward choir and the town band took part, and according to the history of Brigham City a cannon was fired to announce the new venture. The first survey, under the direction of James A. Martineau, Utah pioneer of , was made between Brigham City and Logan. The priesthood members of Hyrum, Cache County, cut the trees in Blacksmith Fork, made them into ties, then hauled them to the roadbed, using their own teams and equipment, plows and scrapers. The men living along the right of way were the real builders. Nicholson, writing to the News under date of November 29th, , noted the following: The construction of the Utah Northern Railroad is going on vigorously. For energy and enterprise, the people of Cache Valley are probably not excelled by any other body of people of the same numbers on this broad continent. They have given many evidences in favor of this among which is the great canyon road between Cache and Bear Lake Valleys, and now they are at work determinedly and energetically making a railroad over and through the mountains and valleys northward. From that place to a point one mile beyond the summit of the mountain on the Cache Valley side of the divide, the entire contracts have been let, and most of the road over that distance is already graded and ready for the ties. The greater portion of the work on the divide is very heavy, some of the cuts being through solid stone and gravel cement. There are three particularly heavy fills, the largest of which is that at Cottonwood hollow. Another, at Birch Creek, will take 40, yards of filling, and the job has been taken by Colonel Thomas E. Contracts for several thousand ties have been let, and a number of Cache Valley brethren are in the canyons getting them out. Should the weather continue open, it is thought that the grading will be completed to this city in about eight weeks from now. It is apprehended, however, that the lower bottoms between Mendon and here will freeze up and stop the work. The work has been conducted under the supervision of Bishop Marriner W. Merrill of Richmond and Mr. Farrell of this city. The route of the road through this valley has not been fully determined. It is likely, however, that after passing over the divide it will run five miles southward to Mendon, thence, in a northeasterly direction to Logan. It will then probably take an almost direct northern route, touching at Hyde Park, Smithfield, Richmond and Franklin, from which latter place it will take the most practicable northward route to Soda Springs. Goudy Hogan, pioneer of , wrote in his diary: I was very thankful

to the Lord that He had given me wisdom to head off the destroyers once, for I stood in great need of a crop to help me out of debt. I felt that I was a free man once more, that is, I was not altogether out of debt, but the prospects were good if the hoppers would leave the lands. Once more I raised over bushels of grain, while many lost all their crops. In the latter part of the summer, there was a requirement made from headquarters to build a narrow gauge railroad from Ogden to Soda Springs and wished the people of Ogden and Box Elder and Cache valleys to build road and own a good share interest in it, for the people to do a certain portion of labor to each man. I rigged up my teams and started out in company with William Fisher, and we worked out our portion of work. I had fitted out three teams, took my wife, Christiana, and Harriet, my daughter, to cook; Ira and Nels, my sons, and one hired man. Fisher had four teams. We bought seventy yards tent cloth and made a new tent; our calculation was before we left home to do this work on the Utah Northern Railroad and then go south of Salt Lake City and work on the Utah Southern Railroad, for they paid money for work. We did the work that was allotted to us in three weeks and were going to start south to work, but John W. Young, who had charge of the road, wished us to stay and work on the Utah Northern. I worked three months and Brother Fisher was called on a mission to the eastern states. He married my daughter, Harriet, before leaving. These were the railroad vouchers that circulated as money and paid off some of my debts. A deep snow came and we left our tent, provisions and railroad outfits in the snow. We nearly perished going ten miles in the storm, it was that bad. We had to leave one wagon on the road and hitched two span on one wagon. We arrived home in two days over sixteen miles to travel, which we usually did in half a day. My wife, Christiana, and son, Heber D. During this winter I hauled wood for two and three fires while the boys were in school. Library Early in September, Franklin D. Richards called a mass meeting to be held in Ogden at which time he appealed for public aid, asking the people to do the grading, furnish the ties and any other such labor as was needed for building the road between Ogden and Willard. He received an affirmative answer, and much labor and some cash was promised. At the same time that work was going north from Brigham City, men from Brigham, Ogden, Willard and other wards were constructing the line from Brigham and Ogden. This link was finished February 5, Upon this date the following telegram from Brigham Young and George A. Smith who were in St. George, was received by the Utah Northern Officials: We congratulate you on the successful joining of the track, and expect for the road a brilliant financial future, and that it will be great and lasting in its benefit to the people; and congratulate you on your zeal and perseverance in building your road, as all railroads should be built, by private enterprise, without the aid or patronage of the government. Before July of , the Utah Northern had acquired five coal-burning locomotives which were named as follows: Later, additional engines were purchased from the Denver and Rio Grande Western and other railroads. Moses Thatcher became president in A roundhouse, turntable, railroad shops, a passenger and freight station were all under construction. The people of Logan and surrounding towns truly celebrated this event with speeches, dancing, banquets, etc. Today the children of Logan were invited to ride in the cars to Mendon and return. They took two loads, but many were crowded off and disappointed. The conductor invited our company to take a ride to Mendon and return. So away we went on our railroad in Cache Valley. Forty minutes coming from Mendon. We have a holiday to celebrate the entrance of our railroad into Logan. I took a sleigh ride with Brother and Sister Ormsby. We expect about seventy from Salt Lake City. I signed for four guests. There are four parties in Logan tonight. The train was blocked near Hampton Station with snow and could not get through. The Salt Lake company went back this morning. The train came in today, bringing the brethren who went out Sunday morning to work on the blockade. June 9, , a branch line from the Utah Northern to Corinne was completed. This town had been established in by the builders of the Union Pacific Railroad. It was a most convenient spot for departures of freighters going north to the mines of Montana. Soon after the establishment of the branch line, trade was moved over the railroad by way of Ogden. By June 13, , a railroad line was operating between Ogden and Franklin, Idaho. In a published train schedule, it was noted that the train would leave Ogden at 9: Up to this time the greater part of the road had been built by the people. The Church had also assisted financially. The people living along the line had given nearly half of that amount by their labor and cash donations. Some had received vouchers for which they had expected to be paid in cash, but the company was unable to redeem all of the work vouchers. Hence, the officials of The Church of Jesus Christ of [p. From the

Deseret News of April 22, , we quote: