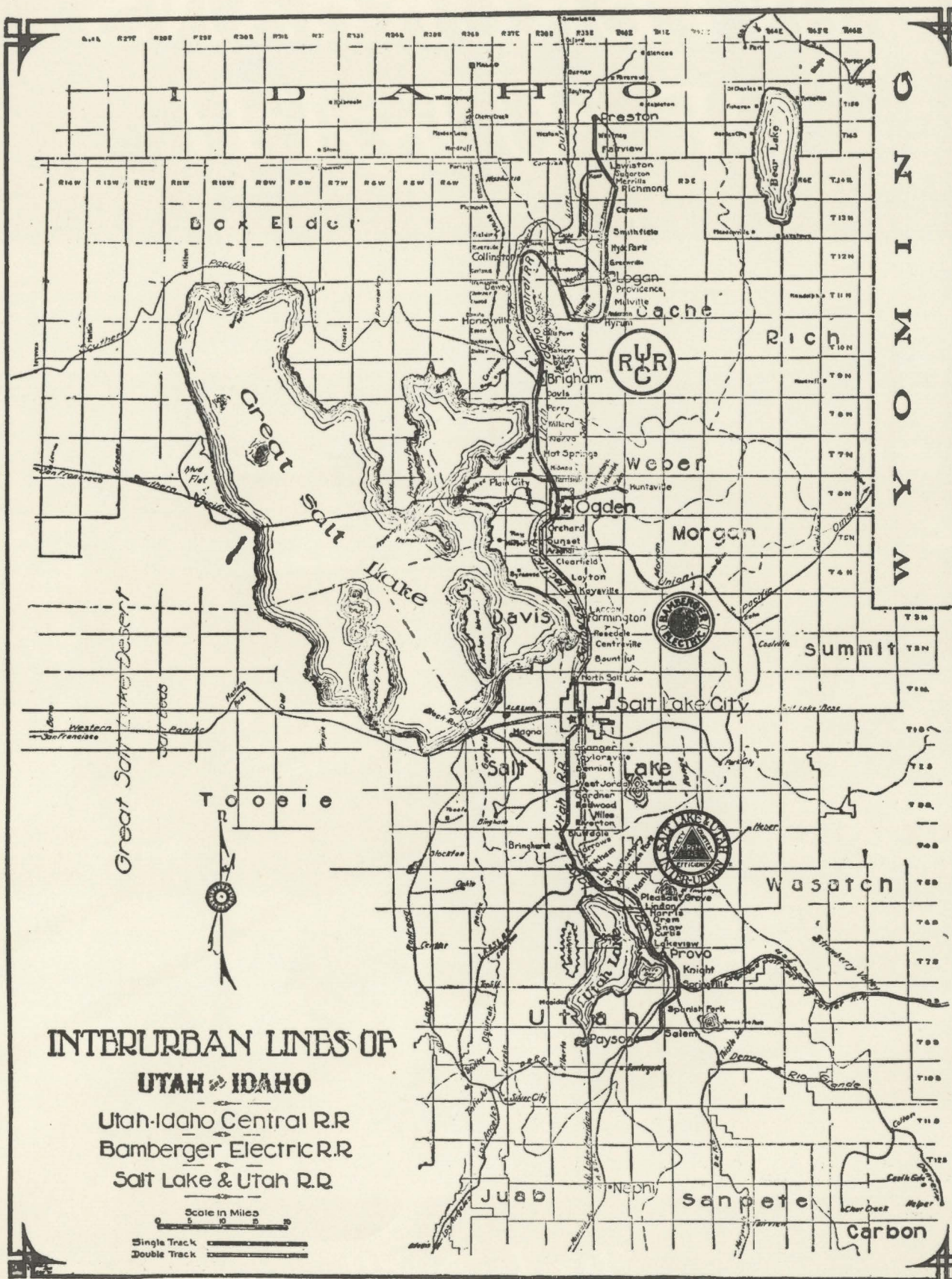


INTERURBANS OF UTAH



Ira L. Swett

INTERURBANS SPECIAL 55





Salt Lake & Utah Train X-611 at the terminus of the Magna branch on June 23, 1942. (JS)

Ira L. Swett

INTERURBANS OF UTAH

Interurbans Special 55

INTERURBANS

17309 Alexandra Ave.
Cerritos, CA 90701

Special 55: \$ 8.00

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CONTENTS

EMIGRATION CANYON RAILROAD / 3
History / 4
Roster & Map / 5

SALT LAKE CITY MAP / 6

BAMBERGER RAILROAD / 7

Map / 8
History / 9
Steam Days / 14
Ogden Fire / 16
Riding the Line / 18
Timetables / 21
Roster / 22
Freight / 32
Ogden Arsenal Train / 34

SALT LAKE & UTAH RAILROAD / 35

Map / 36
History / 38
Timetable / 44
Payson Shops / 47
Roster / 49
Freight / 61
Timetable / 62

SALT LAKE TERMINAL COMPANY / 63

UTAH IDAHO CENTRAL RAILROAD / 67

Map / 68
Ogden Rapid Transit Co. / 70
Ogden Canyon Line / 72
Maps / 74
Logan Rapid Transit Co. / 75
Timetable / 78
Riding the Line / 79
Ogden Terminal / 84
Ogden Shops / 85
Roster / 86
Freight / 90

SALT LAKE, GARFIELD & WESTERN / 91
History / 92
Roster / 95

ALBUM / 97

INTRODUCTION

Our Special 15, "Interurbans of Utah," was published in August of 1954. Consisting of 96 pages, it was our largest Special up to that time and presented the histories of the five Utah interurban companies in concise form. In due course, Special 15 sold out and has since been unavailable.

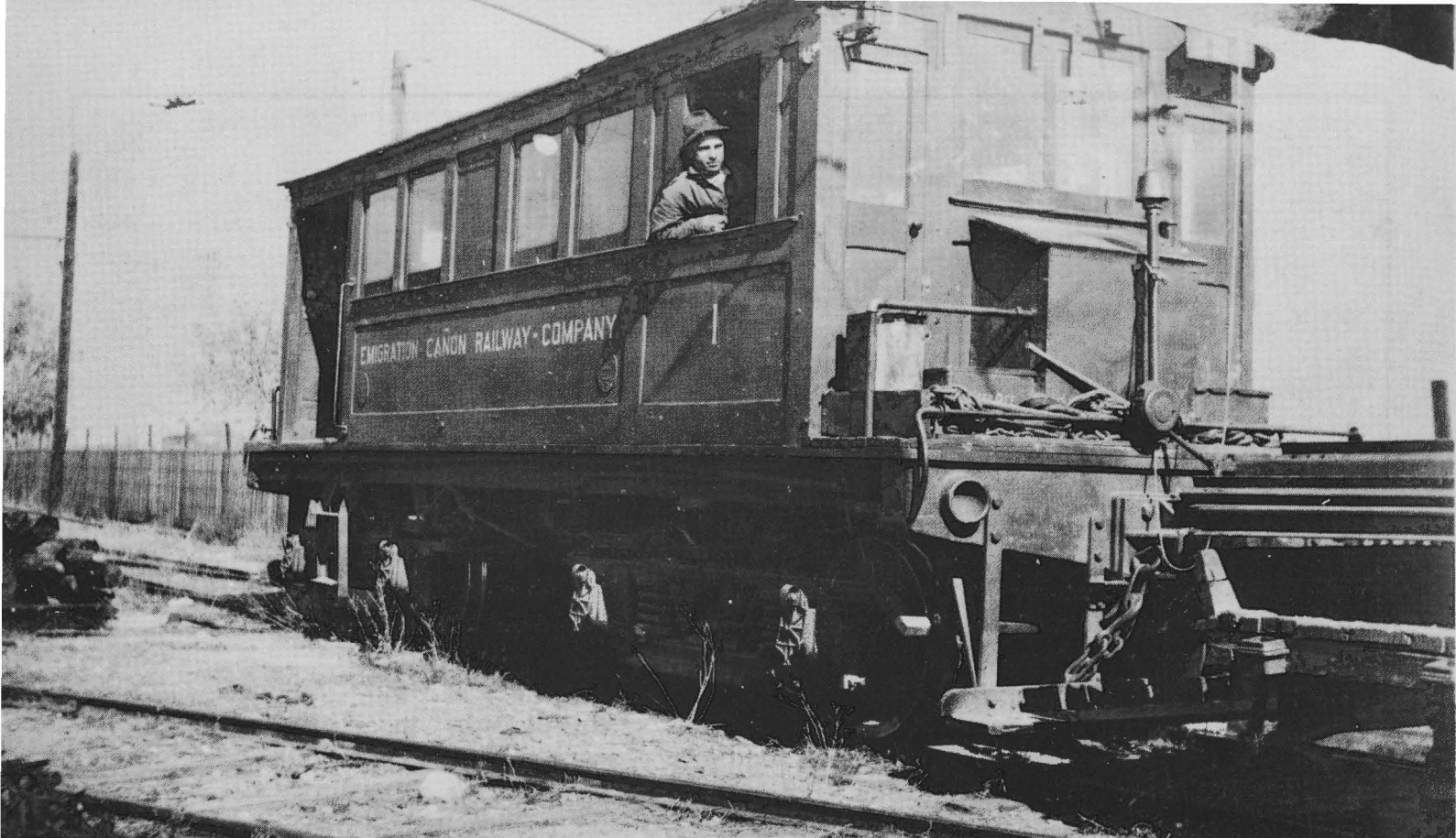
Now we present a new "Interurbans of Utah," incorporating 93 pages of the original plus additional pages to allow the presentation of many excellent photos omitted from the earlier book in modern, enlarged form. Since much of this revised work is new, it has been decided to designate this book Special 55.

Utah's five interurban companies appear on the map as an inverted cross, with Salt Lake City the point of intersection. To the north went the Bamberger Railroad to Ogden, there to connect with the cars of the Utah-Idaho Central Railroad which continued northward to Preston, Idaho. South from Zion went the Salt Lake & Utah Railroad to Payson.

These were the "Big Three" of Utah's interurbans, and several efforts were made (the first as early as 1914) to forge them into one great system.

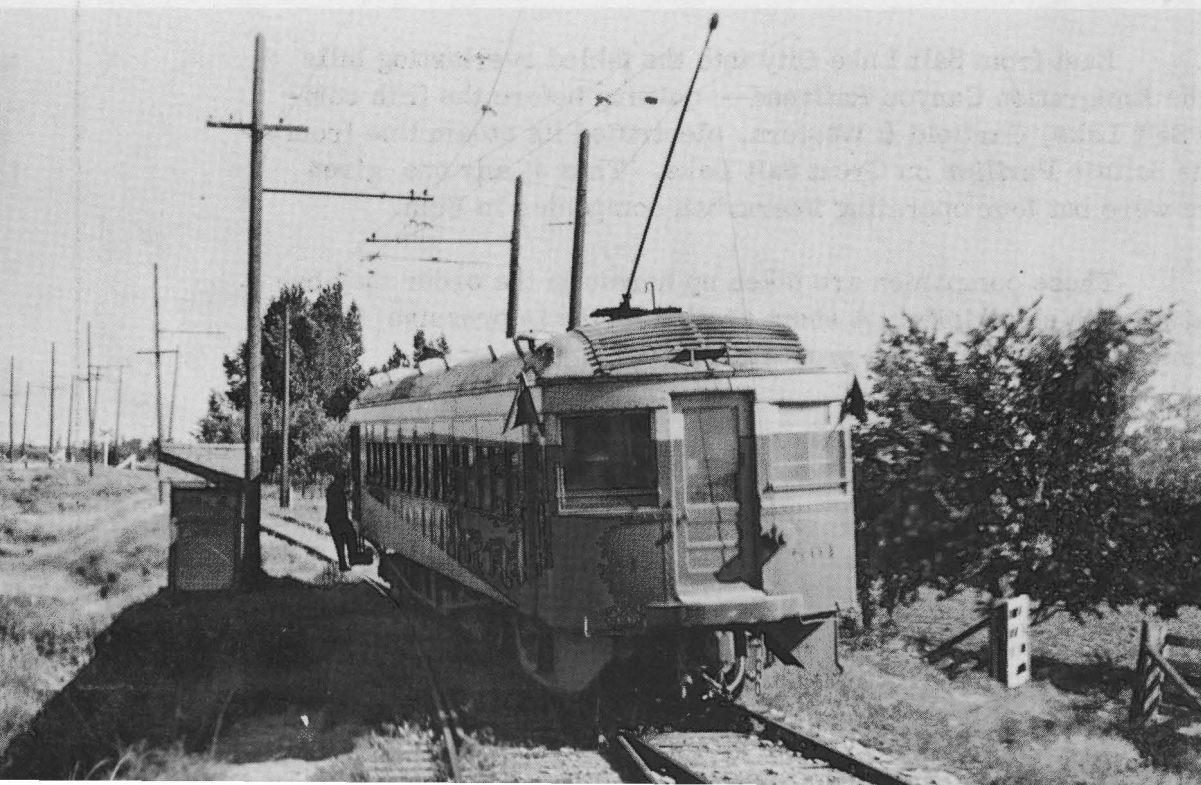
East from Salt Lake City into the fabled everlasting hills coursed the Emigration Canyon Railroad---quitting before the fifth company, the Salt Lake, Garfield & Western, electrified its steam line from Zion to the Saltair Pavilion on Great Salt Lake. Thus at any one given time there were but four operating interurban companies in Utah.

These companies are taken up herein in the order they began operating with electricity. A short section on the impressive Salt Lake Terminal is inserted in its proper place.

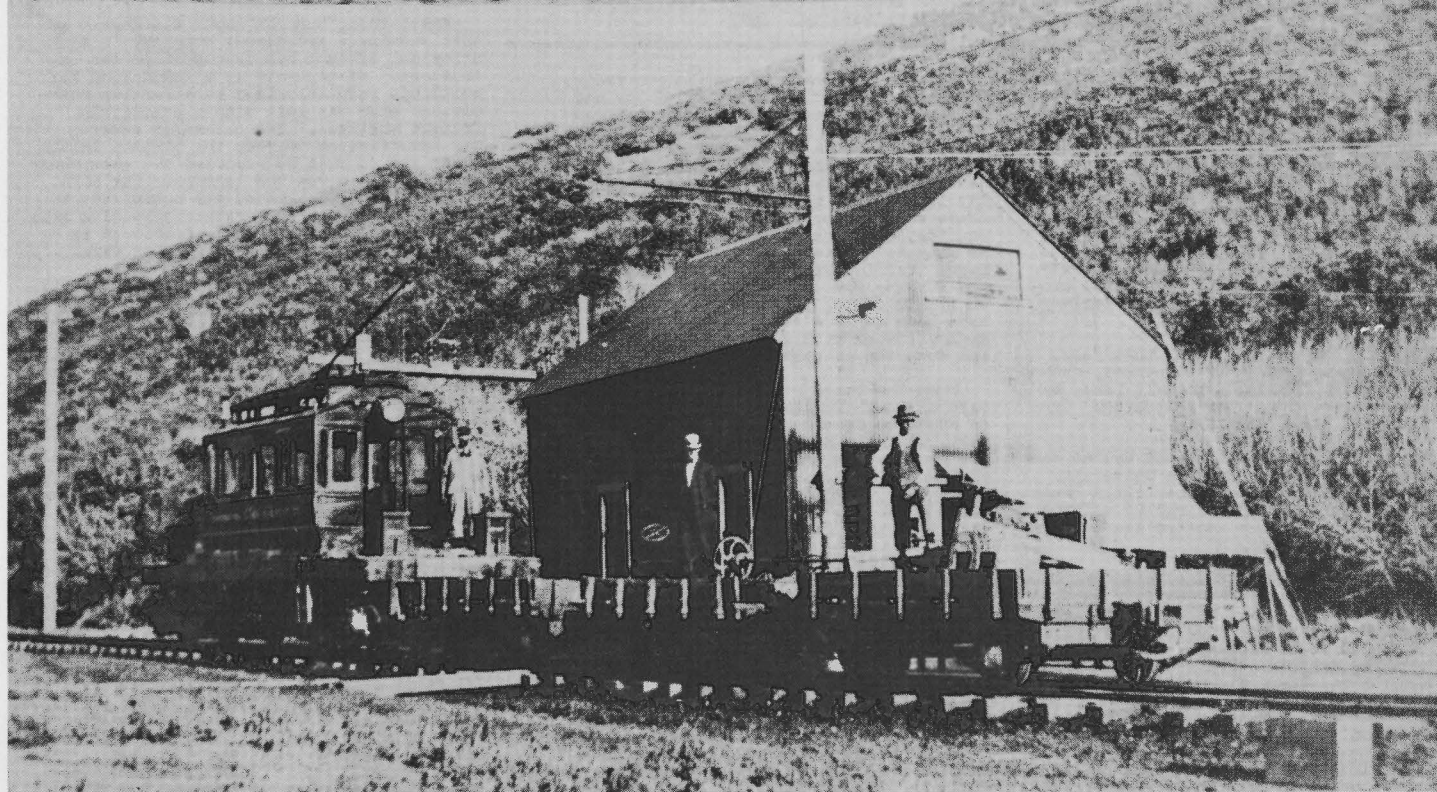
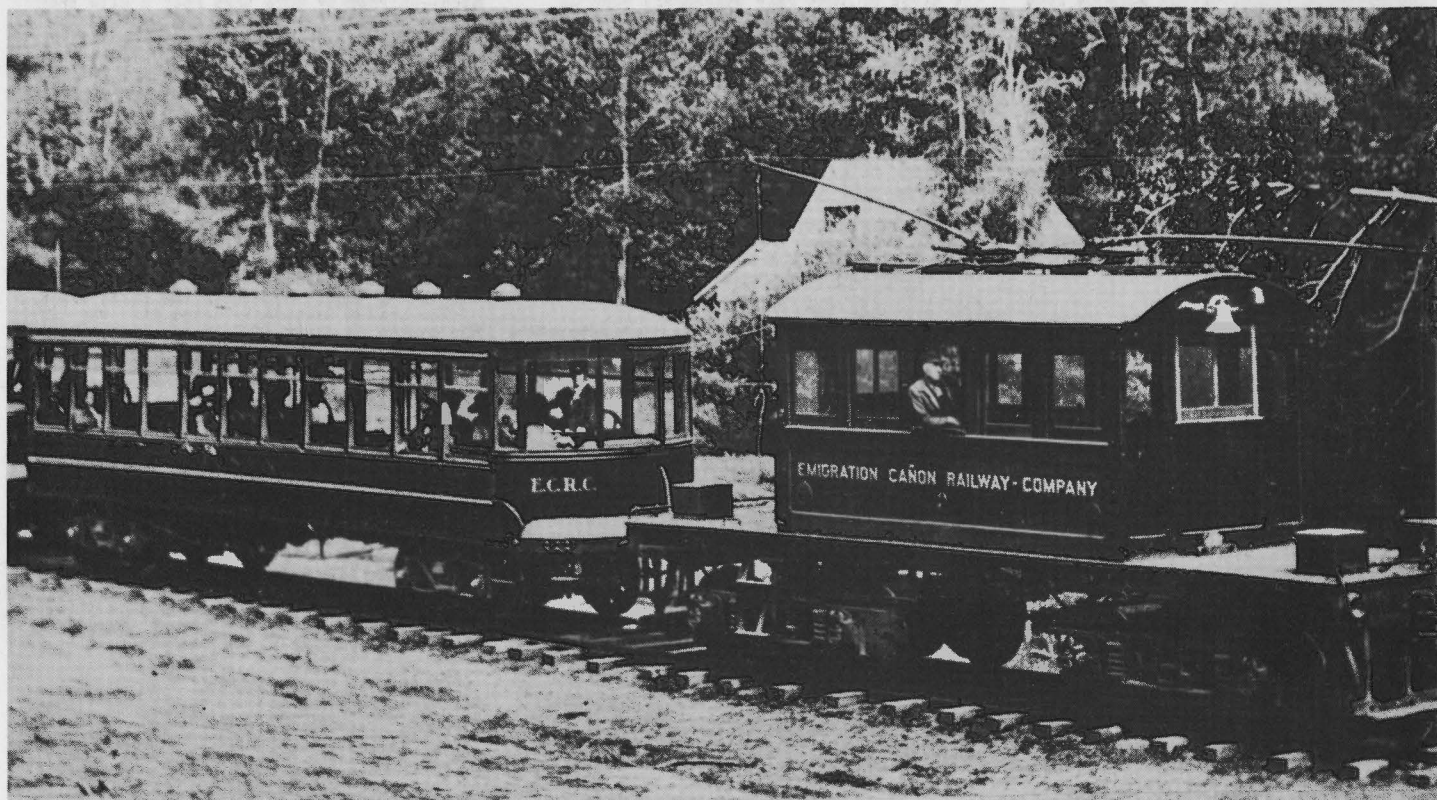


The descriptive "box cab" appellation could well have been coined for Emigration Canyon Railway's freight motor No. 1---as square as square can be. In the cab, Mr. Ike Maxwell, long time employee of the road. Photo dates from 1916. (FF)

The Salt Lake & Utah employed a novel system of crew assignments; at the half way point between Salt Lake City and Payson crews would exchange trains, thus keeping Salt Lake men on their half of the line and Payson crews on their end. Photo below shows such an exchange, this in June of 1941. (Nolan W. Black)



EMIGRATION CANYON



(Top) Locomotive #2 hauling "Uinta" and "Tintic" at Kenyon in 1913. (FF)

(Below) Locomotive #1 and work train at Substation about 1910. (FF)

EMIGRATION CANYON RAILROAD

The historic flight of the Mormons from Nauvoo, Illinois, to the site of Salt Lake City is too well known to dwell upon here. Suffice it to say that the epic migration westward—"Where we can build a city in a day, and have a government of our own, get up into the mountains where the Devil cannot dig us out, and live in a healthy climate, where we can live as old as we have mind to"—came to a successful conclusion on July 21, 1847. On that day the advance party pushed through a steep canyon and entered Salt Lake Valley. On July 24, the main body of the Mormons entered the valley and the date has even since been celebrated as "Pioneer Day," Utah's outstanding holiday.

the close of that year passengers rode up to Pinecrest in perfect comfort. A lodge was built at Pinecrest to accommodate the sightseers, and quite soon summer cottages began springing up all through the canyon. The novelty of riding "real electric cars" deep into the cool canyon which had first captured the imagination of Mormon and gentile alike soon resolved into a more realistic attitude: here was dependable transportation to a very desirable vacation and rest area. Little wonder business soared!

Additional passenger equipment took the form of two closed trailers and two closed motor cars, all named instead of numbered, in keeping with the company's policy.

high—higher by more than half a mile than Zion. Passenger trains backed cautiously up this branch to Point Lookout for a view of a portion of the wide valley below. Unfortunately, intervening ridges cut off the best part of the view, but even so the side trip was a "must." This branch continued upward for another mile above Point Lookout but the company considered it too dangerous for the operation of passenger trains.

The worst enemy of ECRR was, of course, winter. While the sun shone warmly, all was lovely; passenger and freight trains ran on schedule with full loads. But the winter snowfall buried the rails hopelessly deep and service had to be suspended until the spring thaw. Sometimes the first train of the season cautiously nosed its way up the canyon as early as February.

ECRR kept pretty much to itself insofar as other electric and steam roads were concerned. Aside from the UL&T, the ECRR's only other interchange was with the Union Pacific—and this was gained only via the streetcar company's trackage. At no time did ECRR have working agreements with SL&U or Bamberger (SL&O), and of course Saltair was not then electrified. ECRR electric engines were occasionally seen hauling cars of supplies and materials through Salt Lake from the UP interchange on the northwest side of the city, and we have a record of one of UL&T's wreckers being dispatched up into the canyon to pull the wreckage of a Bamberger baggage trailer (short steam type) up from the bottom of the canyon.

It is also on record that ECRR in 1914 seriously considered joining with SL&U and SL&O in the Union Station project; at about the same time ECRR was reportedly considering extending its road to East Mill Creek or Cottonwood Canyon. Neither proposal was successful in gaining official approval.

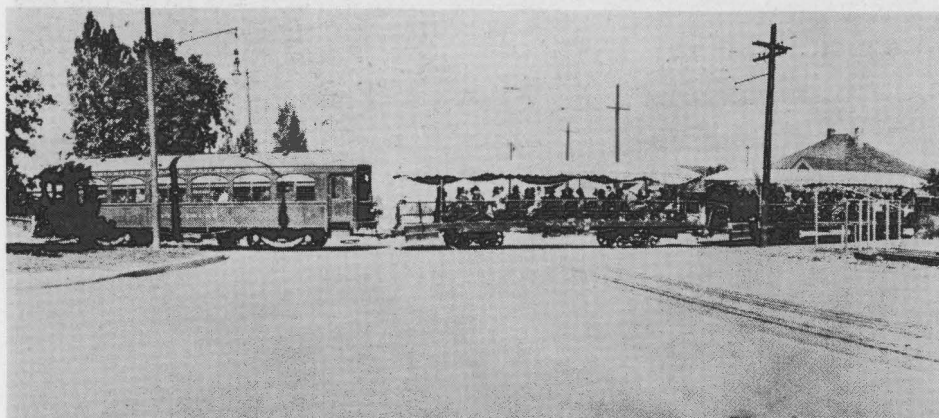
What, then, brought about the demise of this seemingly prosperous company? A technological advance was responsible: the introduction of concrete as a foundation for buildings revolutionized construction methods and ECRR was left with a negligible freight business. The passenger revenue was insufficient to keep the company in the black and so must be recorded the melancholy fact that 1916 was the last year for ECRR. Evidently the management was optimistic to the very end, for some rather expensive work was done during the winter of 1916-17 in changing the controls on the motor cars.

The dismantling of the ECRR was complete. Rails were removed and even the spikes went to help the nation's war effort. The cars and a locomotive also were pressed into the alleviation of the emergency: they went to the Tacoma Municipal Railway in Washington, where they hauled war workers to the shipyards for many months. All were consumed in the first of two major carhouse fires at Tacoma, about 1918. The more than fifty flat cars were scrapped, and the final act of the ECRR management was to divide up between the officials the company's remaining property: four battered old shovels.

STATION LIST: The following is a list of stations as they might have appeared on an ECRR timetable (timetables were conspicuous by their absence):

Hotel Utah	Killyons
Mt. Olivet	Dale (Switchback)
7th South (Siding)	Hillside (")
9th South (Siding)*	White Quarry Jct.
Wagner Brewery (Siding)	White Quarry Branch
Stone Crusher (Spur)	Point Lookout
Pioneer (Siding)	White Quarry
Kewin Grove	Red Quarry (Spur)
Transformer (SS, Siding)	Pinecrest (Siding)
Little Mountain	

* The 9th South Siding was created by laying a track over the corner of the Military Reserve, leaving the old sharp curve as a siding. SS Substation



Motor "Pinecrest" is seen here hauling the two moonlight trailers ("Wasatch" & "Oquirre") in 1915; train is outbound at 5th & University. (GK)

That steep, often narrow, canyon which served the Mormons as the entrance to the future City of Zion was named, appropriately enough, "Emigration Canyon," and from its rocky walls came most of the rock and sandstone which built Zion.

By 1907 the task of transporting this heavy material in sufficient quantity to alleviate the growing pains of the city and its satellite towns was recognized to have outgrown the slow, inefficient frate wagons. The Mormon Church solved the problem by constructing an electric railway deep into Emigration Canyon.

Construction got under way that year, and was pushed through to Pinecrest, about fourteen miles distant from Salt Lake, by the time winter hit. The Emigration Canyon Railroad was a reality.

The nerve center of the road was at the intersection of Fifth South & University Ave. in Salt Lake. There the little rock trains transferred their cargo to waiting wagons, and there were located the storage yard and repair shops.

Cars of these rock trains were of the single-truck, flat type—possibly rebuilt from retired streetcars of the Utah Light & Traction Company (records fail to shed any light on their origin). Two electric locomotives were in service from the beginning: Nos. 1 and 2. Both definitely were home-built. #1 was extraordinary in appearance; a double-truck motorized flat was surmounted by the body of an old UL&T closed city car. Only other rolling stock was the line car—a single-truck closed car, also obtained from UL&T.

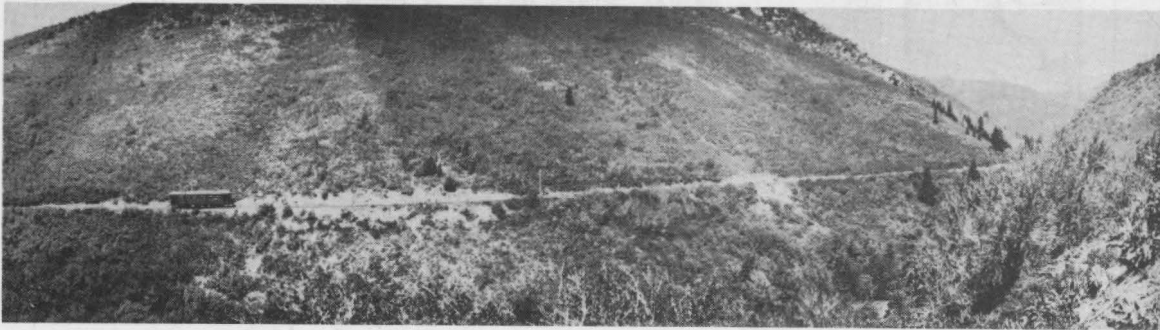
The company soon realized that it was overlooking a profitable source of additional revenue in not operating passenger trains. In 1909 four passenger cars were ordered (two motors, two trailers) and by

Most of the company's passenger trains originated at the yards at 5th South and University. However, some schedules ran over UL&T tracks to the heart of the city at South Temple & Main Streets, in front of the Hotel Utah. The company failed to wax overly enthusiastic about operating its trains into downtown Salt Lake; first, there were the operational problems which confronted anyone seeking to run trains of as many as six cars throughout areas of heavy traffic density; second, UL&T tapped ECRR 5¢ for each passenger transported on its trackage. Nevertheless, it must have been quite a sight to behold six car trains loaded with vacationers winding up and down the main streets of Zion.

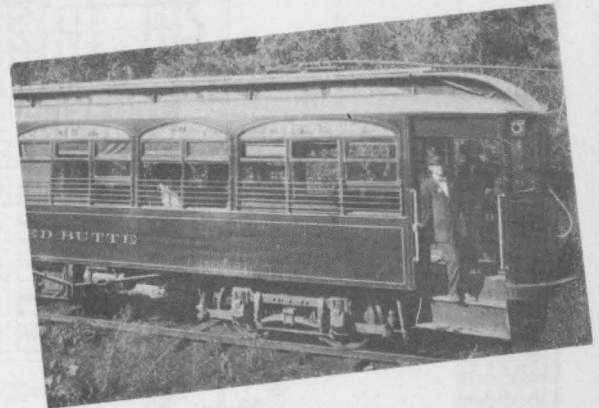
From the Hotel Utah, ECRR trains ran east on South Temple to State St., south on State to Second South, east to Tenth East, south to Fifth South, and east to the yards at University Ave. After UL&T abandoned its trackage on Second South and Tenth East, ECRR trains were rerouted via First South and 13th East (where the city's last streetcar ran until 1945).

The route from the yard into the canyon and up to Pinecrest Lodge must have been somewhat exciting, to say the least. From the yard the route continued for four city blocks, then made a sharp turn to the left and ran for more than two miles on a tangent toward the Wagner Brewery, located at the mouth of the canyon. Upon entering the canyon proper, rails wound their tortuous way into the labyrinth—crossing and recrossing the stream no less than sixteen times before arriving at one of the two switchbacks required to gain necessary elevation; at this point the grade was 5½%. The last mile to Pinecrest Lodge boasted a constant 8% grade!

At a point about a mile before reaching the lodge, a branch line switched back, up and around a ridge some seven thousand feet



(Top) "Pinecrest" or "Washakie" deep in Emigration Canyon.
(Far Right) #1 opens the road in the spring; note deeply piled snow.
(Lower Right) "Red Butte" poses for a close-up; note Brill 27-G trucks.



ROSTER:	Car	Type	Builder	Year	Length	Trucks	Roof	Disposal
	Planet-#1	1	ECRR	1907	---	Bald.	Deck	D 1913
	--- #2	1	"	"	---	"	" *	S 1917
	Red Butte	2	Danville	1909	40'6"	Brill	Railroad	"
	Wanship	2	"	"	"	"	"	"
	Wasatch	3	"	"	43'5"	---	Canvas	"
	Oquirre	3	"	"	"	"	"	"
	Uintah	4	American	1910	37'0"	Brill	Arch	"
	Tintic	4	"	"	"	"	"	"
	Pinecrest	2	Niles	1913	47'0"	Bald.	"	"
	Washakie	2	"	"	"	"	"	"
	Pioneer	5	---	---	---	---	Deck	D 1917

NOTES ON CARS:

Planet: Originally designated #1. It was scrapped in 1913, with trucks, motors and controls going into Washakie.

#2: An improved version of #1. Later received larger cab with room for a freight compartment. Was renumbered #1 in 1913. Sold to Tacoma in 1917.

Red Butte, Wanship: These two passenger motors had triple-arch windows, bodies of wood.

Wasatch, Oquirre: Open, double-truck trailers with wood cross seats, a canvas roof supported by a pipe framework, end-entrance, and high platforms.

Uintah, Tintic: Closed trailers, center entrance. Very similar to Denver trailers. Had 48 seats, weighed but 9,000 lbs. Brill 57-D trucks (4'6"), 33" wheels 7'4" wide, 10'11" high. Upper sashes were stationary, lower sashes dropped into wall pockets. The single wide center entrance (8'2" wide) was protected by heavy curtains of duck. Had both hand and air brakes.

Pinecrest, Washakie: Closed passenger motors. Had a total weight of 58,000 lbs. of which the car body accounted for 24,000 lbs. Baldwin 78-22-A trucks, Westinghouse AMM brakes, Westinghouse 93-A2 motors, HL control, 48 seats (rattan). The body featured steel sheathing, 5'6" vestibules, 9'0" width, with oak interior finish. Pinecrest was entirely new, but Washakie received trucks, motors and controls from Planet.

Pioneer: Old Salt Lake single-truck closed streetcar, converted by ECRR into its line car. Scrapped in 1917.

Type:
1 - Locomotive
2 - Closed Passenger Motor
3 - Open Passenger Trailer
4 - Closed Passenger Trailer
5 - Line Car

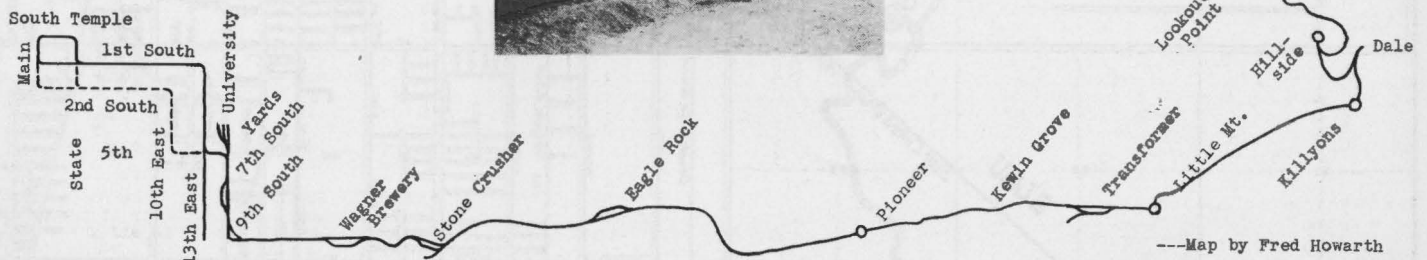
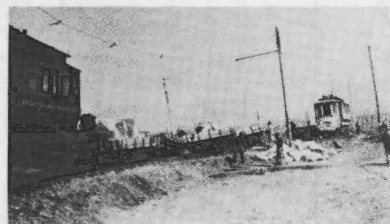
D: Dismantled
S: Sold (to Tacoma)

ROLLING STOCK: The cars and locomotives of ECRR were obtained in four distinct lots. First, the original engines and attendant single-truck flat cars; next, the 1909 order of four passenger cars; 1910 saw two passenger trailers added to the roster; the final order came in 1913 when the two big passenger cars were obtained. We have little information on ECRR freight cars other than that fifty flats were on hand at time of dissolution, and the Journal lists four 20'9 1/2" gondolas purchased in 1908. How reliable the Journal is in respect to ECRR is problematical; in both 1909 and 1910 it lists ECRR as ordering Baldwin steeple-cab locomotives, neither of which ever appeared on the property.

Common to all cars: Van Dorn 3/4 couplers, four motors (except Pioneer and trailers), air brakes (except Pioneer), no train doors, Pullman green with gold trim on exteriors except #1 and #2 which were black.

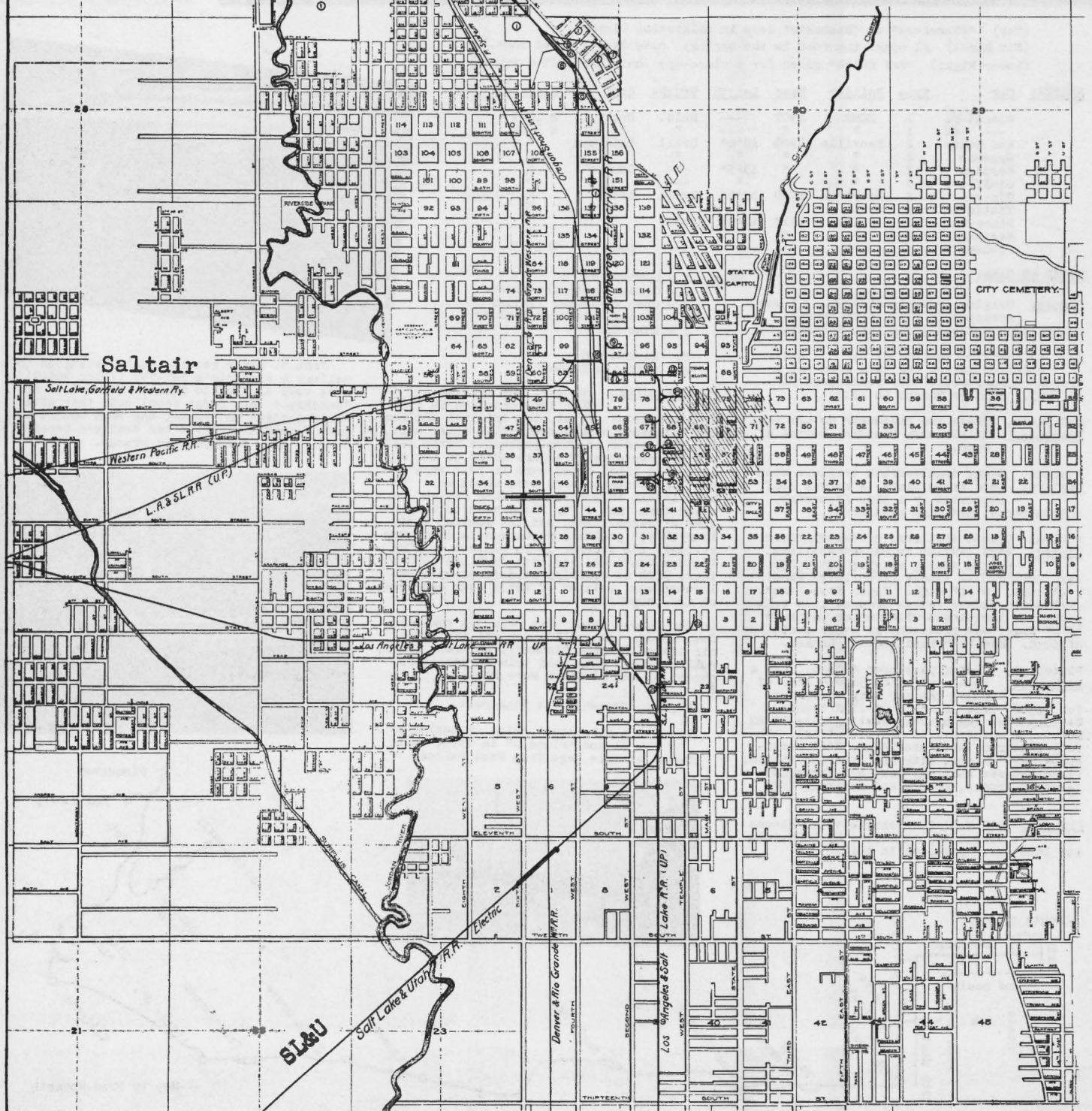
(Right) "Wanship" at Pinecrest.

(Below) A derailment being unsnarled by #1 and "Pioneer" in 1910. All photos on this page from Fred Fellow.

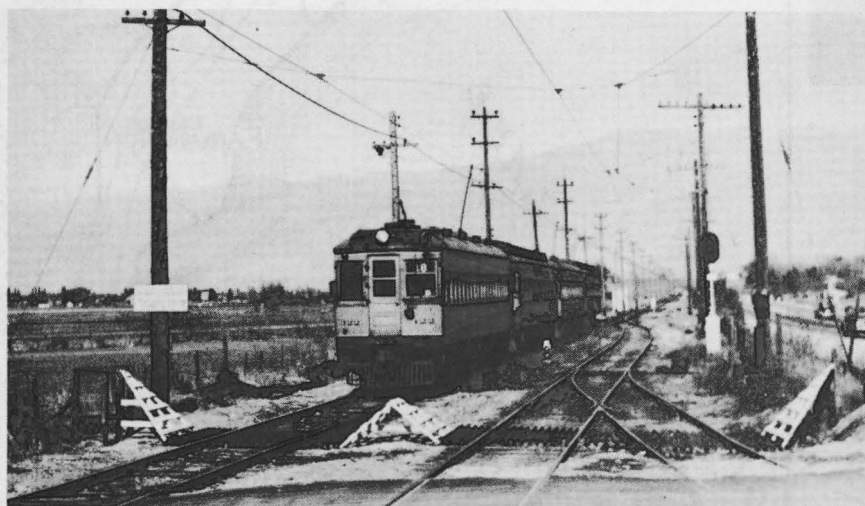
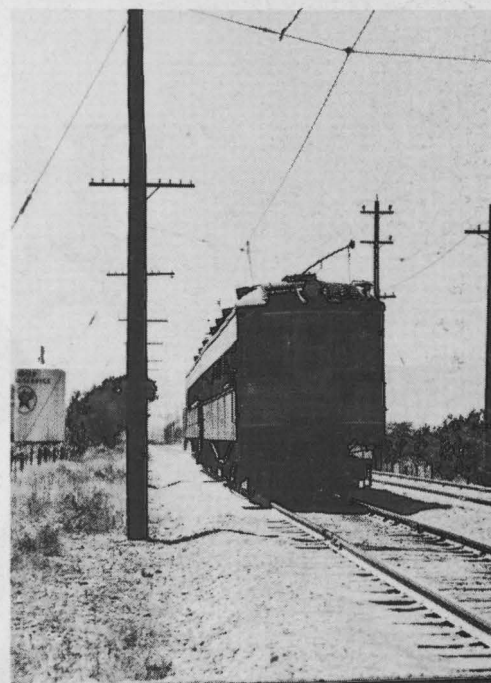


- | | |
|-------------------------------------|----------------------------------|
| ① Bamberger Electric RR Lands | ② Noal Bros & Armstrong Lumber |
| ② Mellen Sand & Gravel Co. | ③ Salt Lake Terminal Pas. Depot |
| ③ Utah Sand & Gravel Co. | ④ Bennett Glass & Paint Co. |
| ④ Insulation Mfg Co. | ⑤ Smith-Faus Drug Co. |
| ⑤ Holley Milling Co. | ⑥ Fairbanks-Morse & Co. |
| ⑥ State of Utah Warehouse | ⑦ Decker-Patrick Co. |
| ⑦ Western Waste Paper Co. | ⑧ Ford Motor Co. |
| ⑧ Utah Oil Refining Co. | ⑨ Denver Fire Clay Co. |
| ⑨ North Yard B.E.R.R. Co. | ⑩ F.W. Moore Machy Co. |
| ⑩ Salt Lake Hdq. Co Warehouse | ⑪ Sweet Candy Co. |
| ⑪ B.E.R.R. 3rd West St. Freight Yd. | ⑫ McDonald Candy Co. |
| ⑫ Bamberger Coal Co. | ⑬ Salt Lake Terminal Fst Depot |
| ⑬ Ideal Coal Co. | ⑭ Johnson & Sons Sheet Metal |
| ⑭ Romney Lumber Co. | ⑮ Salt Lake & Utah RR Freight Yd |
| ⑮ Utah Fr. & Lt. Co. Heating Plant | ⑯ Utah Fire Clay Co. |

MAP OF SALT LAKE CITY (1929)



BAMBERGER RAILROAD



(Top) 351-350-436-326, Train 9, leaving Salt Lake City on July 4, 1942. (JS)

(Center) 322-400-355-403 at Odell; Train 18. October 28, 1945. (JS)

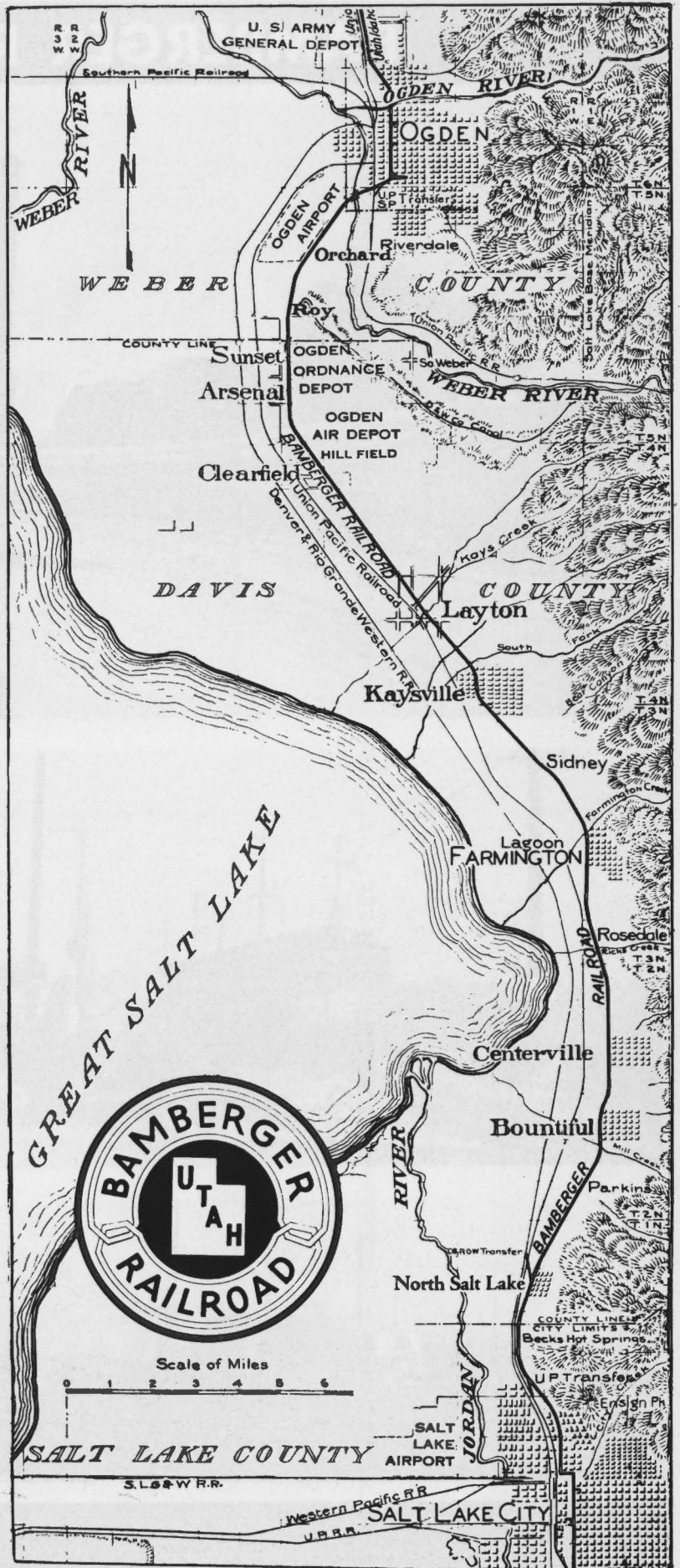
(Bottom) Scrapping 303 and another; North Salt Lake, 1953. (FF)

(Top) 322 & 353 doing 60 near Farmington, 1946. (BJ)

(Bottom) A meet as seen from head end; 1946. (BJ)

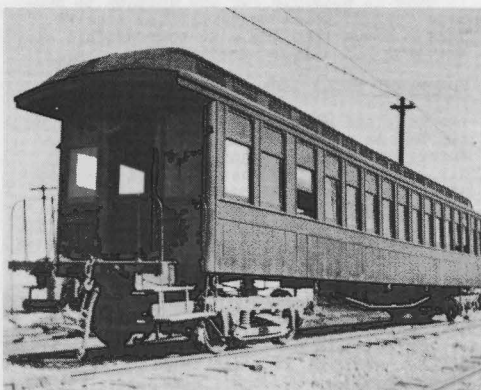


The Bamberger Railroad was a dream come true for its builder and first president, Simon Bamberger (above). From 1896 until 1917 Simon Bamberger guided the progress of his railroad with a sure and deft hand. As his successor came Julian M. Bamberger, his son (below), who still rules the now-freight-only railroad. Their namesake road is shown at the right, extending its 36½ miles through the heart of Utah's best land.



The Bamberger Railroad had its humble beginning on a January day in 1891, when a load of light rail was dumped in the street opposite the Union Pacific Station in Salt Lake City by the streetcar people (West Side Rapid Transit). Curious onlookers had their guesses answered when a brawny track gang appeared and commenced spiking down the rails in a direction that pointed north, towards Ogden, about 36 miles away. This was the first tangible manifestation of the long-projected "local" railroad Mr. Simon Bamberger had been advocating to serve the rich farm communities between Salt Lake City and Ogden; the major steam railroads (the Union Pacific (Oregon Short Line), the Denver & Rio Grande) aimed only at through traffic, not local business. Indeed, the U.P. and D&RG passenger trains between the two largest cities of Utah at that time were operated at such infrequent intervals that businessmen were required to wait overly long, costing them valuable time and holding up the progress of the region. Simon Bamberger believed that the only solution was to build a third railroad which would be devoted to serving the local business; he further believed that such a railroad would show a good profit if locally owned and managed. Few shared Mr. Bamberger's optimism, however, and the necessary financial backing was slow in appearing; finally, Brigham Young, leader of the all-powerful Mormon Church, openly expressed his approval of the Bamberger railroad. This brought sufficient backing to permit construction to start and the little railroad entered the lists against the formidable might of the two large steam railroads which had dominated the progress of the Great Salt Lake Valley for many years.

The name selected for Bamberger's local railroad was "The Great Salt Lake & Hot Springs Railway," and it had as its first goal a popular resort four miles north of Salt Lake City known as "Beck's Hot Springs." As soon as rail was down to the Springs the company announced start of service to that point. Those first little trains would have gladdened the heart of a Brooklynite, for they were almost exact duplicates of those then operating on the elevated railways of that Eastern community. The steam dummy engines, purchased new from Baldwin, were from Brooklyn plans---while the cars (long, narrow, wood, double-trucked) were purchased second-hand from the Brooklyn Rapid Transit Company. The little steam engines, although quite light, made good time and in a short while the Great Salt Lake & Hot Springs Railway was carrying a sizeable number of people to the resort.



Car 43, shown above, was one of forty ex-Brooklyn El coaches which operated on the SL&O for many years.

Encouraged by this first success, the directors decided to enlarge the original plans. In 1892 this revised scheme was made public: "Simon Bamberger and associates have begun construction of a railroad that will extend north to a point near Ogden and from there will proceed in a southeasterly direction through Weber River Canyon to Coalville to tap rich coal mines. The total length of this line will be 68 miles, with a 10-mile branch to Ogden."



A peculiar loneliness attended the years-long vigil of the big yellow interurbans in their unfatigued patrol of the Salt Lake country. (BJ)

Construction gangs went to work with a will, and rapidly the light rail penetrated northward. The town of Bountiful was reached in 1892 and Centerville two years later. In 1895, Farmington was reached and there construction temporarily halted. The road had run into financial difficulties. It was necessary to effect a complete reorganization, and on October 29, 1896, a new company emerged with the name, "Salt Lake & Ogden Railway." Quickly the SL&O took over all assets of the now-defunct SL&HS and construction was resumed.

Just north of Farmington was a large swamp, locally noted for the size of its cat-tails. SL&O drained the swamp, made an artificial lake, and made the spot into one of the finest amusement parks in the west. Lagoon, as the park was named, quickly became popular for its fresh water bathing, dancing, beautiful parks, and "the fastest one-mile dirt track in the nation." As new amusement devices were perfected, Lagoon added them all---the park blossomed from end to end with ingenious devices to make its customers feel young again. All Lagoon patrons had to ride the dummy train of the SL&O, and this resort income became one of the road's most important sources of revenue.

The work of pushing the line northward was actively pushed from 1902 to 1908. Kaysville was reached in 1903, Layton in 1904, Sunset in 1905, and Ogden (31st St.) in 1908. The 1907 business depression affected the SL&O to the extent that it was publicly announced that the original plan to build through the Weber River Canyon to Coalville with Ogden on a branch line was abandoned; instead, the coal mines in the canyon were to be left to the Union Pacific (which already served them) and SL&O would confine itself strictly to the traffic between the two cities. A branch beyond Ogden up the Ogden River Canyon to "Idlewild" (a resort hotel owned by Mr. Bamberger) was contemplated, but the Ogden Rapid Transit Company had already built part way up this canyon and SL&O gave up the idea. Hence the SL&O became one of the few railroads whose corporate name accurately defined its geographical scope.

Steam-operated passenger trains opened through Salt Lake-Ogden service on August 5, 1908, terminating at 31st St., Ogden.

From the very beginning the SL&O followed the policy (rigidly established by Simon Bamberger) of constructing its grade with wide, sweeping curves and the lowest possible degree of climb. Mr. Bamberger realized full well that heavy movements of freight would be impossible on crooked and steep trackage, and set up the restrictive order that the SL&O would have no grades steeper than 1.1%. This meant additional expense for cuts and fills, but he wisely approved the additional cost in the belief that they would be repaid many times over in the increased length of trains his locomotives could haul---and this surmise proved to be correct.

Simon Bamberger would have none of free franchises along public roads, but bought his own right-of-way. This foresight, too, paid off handsomely in later years; many interurbans which built on public roads saw themselves squeezed out when it came time to widen those roads.

Undoubtedly the best endorsement of Simon Bamberger's policies is the fact that today his railroad operates on every foot of its original route and its operating efficiency is among the best.

ELECTRIFICATION: By 1910 it was evident that unquestioned economy and superior service could be given the public by converting the SL&O to electric operation. All over the nation electric interurban railways were being operated at a profit, and they were spreading like wildfire. The SL&O seemingly had all the requisites for success as an interurban: large cities at either end of the line to provide patrons and freight, a prosperous intervening countryside to supply more of both, a route well laid out which could accommodate the interurbans' higher speed, and the attractive possibility of securing more centrally located terminals in both Salt Lake City and Ogden due to the public acceptance of electric cars on principal thoroughfares.

Another factor to be considered was the probability of another interurban company's springing into the Salt Lake and Ogden field. This company was the "Utah Interurban Railroad," which in 1905 and 1906 was formed by a Detroit syndicate and even went so far as to come to a formal agreement with the Ogden Rapid Transit Company "to transport interurban cars from the south terminus of the city road on Washington Ave., Ogden City, to its northern terminus on said street and return hourly during the life of our franchise." For this right, the Utah Interurban Railroad agreed to pay the Ogden company 3/4¢ per mile per ton, plus power (at 2¢ per kilowatt hour). In addition, the Ogden Rapid Transit (predecessor of the Utah-Idaho Central) agreed to sell to the proposed Utah Interurban Railroad its Ogden & Northwestern Railroad, a steam road extending from Ogden north to Brigham City. The ORT official letter file shows the last letter to Detroit to have been sent on January 13, 1906; its terse message: "Regarding the Bamberger road, will say that nothing has been done since you left except some articles written in our home newspapers to the effect that Mr. Bamberger was now in the east purchasing equipment for the new road, but the dummy still runs." No further mention is made of the Utah Interurban Railroad; perhaps the 1907 business depression was instrumental in eliminating permanently this potentially dangerous rival.

The directors of the SL&O company carefully considered all these points and in 1910 gave their approval for electrification. Preparations for the conversion began at once.

The job of designing the conversion was awarded to Mr. H. A. Strauss, a Chicago consulting engineer; construction was carried out by the Falkenau Electrical Company of Chicago as general contractor. General Electric Company was selected to supply the electrical equipment, and the first batch of interurban cars was ordered from Jewett Car Company of Newark, Ohio.

These were the principal changes made in the SL&O to permit operation of interurbans: stringing trolley wire and high tension feed-wire, bonding the rails for power return,

constructing a power generating station and substations.

The first electric current to surge thru the SL&O's shiny new trolley wire was purchased from the Telluride Power Company, but even then SL&O had its own big steam generating plant under construction at Lagoon, which not only afforded a strategic location (midway between terminals) but also had the necessary water supply for condensing. The new steam plant was impressive: it was a steel frame building with a massive concrete foundation and sturdy brick walls---106'6" wide and 143' long. Two Allis-Chalmers cross-compound Corliss engines belted to two 400-kw. GE 2200-volt three-phase 60 cycle generators and a 400-kw. horizontal type Curtis turbo-generator connected for operation either on high-pressure steam of the exhaust from reciprocating engines were the prime movers. Also located at Lagoon was a typical SL&O substation: one 400-kw. motor generator set received its alternating current at 2200 volts and put it into the trolley wire as 750 volt direct current. At the time of its installation, the SL&O's 750 v. in the trolley wire was the nation's highest; later developments boosted DC voltage as high as 3,000---but in its day SL&O's decision to break away from the traditional 600 volts was regarded as a somewhat radical step.

Because the valley of the Great Salt Lake is closely hemmed in by high mountains and is subject to severe electrical storms, SL&O resorted to complicated protection against lightning. Every pole along the line was protected by a galvanized iron guard wire strung along the top of the line of poles; this wire was grounded at each pole, an interval of eighty feet. Substations were protected by electrolytic arrestors, the horn gaps of which were located above the roof.

Little change was required in rail and right-of-way to accommodate electric cars. The right-of-way was a standard 66' width upon which 85-lb. T-rail was laid on gravel ballast and standard size Oregon Pine ties. Constructed to steam railroad standards, the track was capable of safely handling any train; bridges had a Cooper E-55 rating, and way structures, culverts, underpasses, etc., were quite up to present day standards.

The SL&O's first interurban cars appeared early in 1910, when a solid train of ten of

the motor cars arrived at Ogden from the Jewett plant. Pictures were taken, cars were inspected by prominent officials, and the local newspapers carried story after story of the magnificence of the coaches. The cars were constructed to the highest standards then prevailing and were of the three-compartment type: a baggage section, then a smoking section, and a coach compartment. They were of composite construction: steel underframe and carlines and wood body. They were equipped with motors of ample power and were of sufficiently heavy construction to provide a comfortable ride.

The first day of electric operation was May 28, 1910. Quickly the new interurbans won the hearts of the public and the steam roads found themselves faced with a quite formidable competitor. At once a minor war began for the Salt Lake-Ogden passenger traffic. Steam roads slashed fares and schedules (Union Pacific put on a "Flyer" that made the 36-mile run in 45 minutes) and otherwise did their best to meet the challenge of the interurban cars. On its part, the SL&O was so encouraged that it placed an order for six trailers similar in appearance to the motor cars; this order was awarded to the Niles Car Company.

IMPROVED TERMINALS: Both Ogden and Salt Lake City soon received new SL&O terminals.

The old Ogden station had been located at 31st Street, where passengers found it necessary to seek other means of transporting themselves to the downtown section. With the conversion to electric operation, SL&O soon received a franchise to construct a double-track line along Lincoln Ave. from 31st Street to the site of the new station yards just north of 24th Street. This brought the SL&O cars to within two blocks of the heart of the Ogden business district and increased greatly the SL&O's popularity in that city. In 1914 the SL&O made an agreement with the newly-built Utah-Idaho Central Railroad whereby these terminal facilities were shared by both interurbans; UIC then erected a station building which was used jointly.

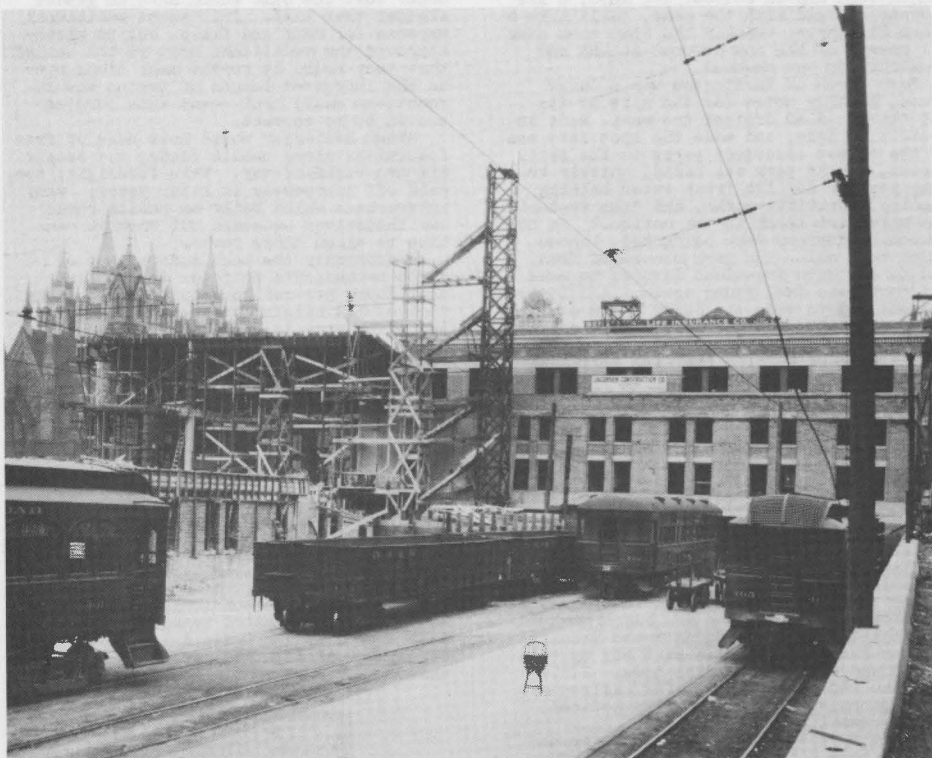
The Salt Lake City terminal moved to a very convenient location adjacent to Temple Square in 1913, when track was constructed from Third West Street via private way to First West Street, thence to South Temple Street to a station site at the corner of West Temple & South Temple Streets. Ten years later an imposing station building was erected on this site and was jointly used by SL&O and the Salt Lake & Utah interurban railway. Not only did this new station attract many more passengers, but it made it possible for the company to provide freight spurs to industries located just a block from the main thoroughfare of the city---a unique advantage.

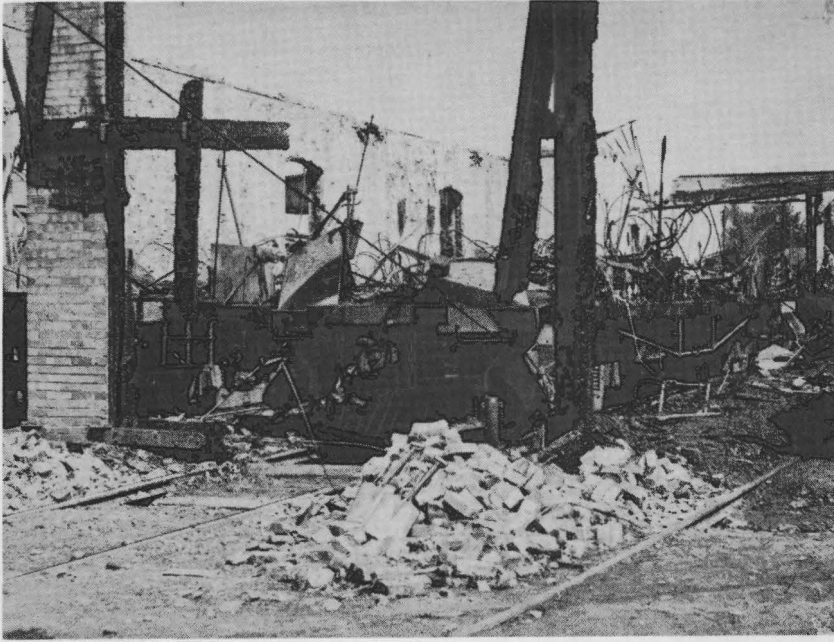
THE FIRST WORLD WAR: By 1917, SL&O had its cars and employees to electric operation and was in a good position to supply the increased service demanded by a nation at war. Indeed, it is possible that the road attained an all-time peak of physical condition in the early months of 1918. True, some of the old steam coaches were still in use (motor cars hauling them were restricted to 40 miles per hour) and freight hauling had far to go before it approached figures set in World War II---but for that period the SL&O was indeed a worthy instrument of national defense.

1917 saw Simon Bamberger give up the helm of his railroad; he moved into the Capitol as the Governor of Utah. Succeeding him as head of the SL&O was his son, Julian Bamberger.

Losing its original name was another important milestone, also occurring in 1917. The name of the railroad was officially changed to "The Bamberger Electric Railroad" in August of that year. Thus the popular nickname which had persistently identified itself with the company since its inception triumphed over the more descriptive name.

(Left) The new Salt Lake Terminal as it appeared on April 15, 1923. Seen in the photo are BRR 401 and 405 and SL&U 702. Note Mormon Temple spires at left.





One of the blackest events in Bamberger history was the Ogden Car House fire of 1918. Shown here is a closeup view of one of the destroyed cars. For the complete story, see page

THE OGDEN FIRE: May 7, 1918, undoubtedly remains a catastrophic date in the history of the Bamberger line. On the morning of that fateful day, flames consumed the entire Ogden car house and the adjoining substation. More than half the company's cars were destroyed—a blow which was doubly crippling at the time because of the wartime restrictions on obtaining critical materials for rebuilding. The company quickly alerted its North Salt Lake shops, even moving entire buildings there to augment its normal capacity, and began the struggle to repair the \$500,000 damage. The railroad's ingenuity in returning its less severely burned cars to service was admirable. Little by little cars were turned out to go back into service, but it was a long time before the Bamberger line regained all the ground lost because of the fire.

THE TWENTIES: The decade from 1920 to 1930 was notable for four important developments:

- (1) All cars were changed to one-man.
- (2) A subsidiary bus company was set up.
- (3) The Salt Lake Station was built.
- (4) Freight interchange with steam railroads was established.

One-man operation was a change required by rapidly increasing costs of operation, as well as by the rapidly increasing competition of the automobile. Bamberger cars were remodeled for one-man operation at a cost of about \$800 per car. This alteration consisted of reversing ends, making the former rear end the new front end; the baggage compartment became the smoking section, the rear vestibule was closed and additional seats installed. "Dead man control" was added, whereby the car came to an emergency stop if the pressure of the operator's foot on a valve lessened. The passengers entered and left by the single front door. With the shift to one-man operation came a completely new paint scheme; the old scheme of Pullman green exterior with natural finish wood interior was scrapped in favor of a bright yellow exterior with interiors painted in light colors.

With the shift of much of the passenger traffic to automobiles, the Bamberger Railroad decided to follow the trend and install a bus line paralleling the rail route. This move not only continued the company's monopoly of the public transportation business between Salt Lake City and Ogden, but forestalled the establishment of competing bus lines which might have threatened the very existence of the company. Bus operation

was started on May 15, 1927, directed by a subsidiary company, "The Bamberger Transportation Company." Although rail and bus fares were the same, the public was loath to give up the high class, frequent service offered by the electric trains.

Prior to 1913, Bamberger trains used a terminal opposite the Union Pacific Depot on Third West Street in Salt Lake City. In 1913 the site at the corner of West Temple and South Temple was purchased, opposite the world-famed Temple Square, heart of the Mormon Church. The company's original plan was to locate the station in a more southerly portion of the city, but the Mormon Church came forward with very attractive inducements (\$75,000 in cash and a similar amount in property) that the Temple Square location was accepted; passing years have proved that this decision was a wise one. A yard was built on this site and trains of both Bamberger Electric and the Salt Lake & Utah used the terminal for ten years before a permanent station building was erected. In 1923 the Salt Lake Terminal Company, owned half and half by the two interurban companies, erected a \$350,000 station building which had few equals in the interurban realm. The building not only housed the waiting room and ticket counters, but also furnished space for railroad offices, a restaurant, stores and other enterprises. The building was of L-shape design with the car yard occupying the interior open space; it was of brick, steel and concrete construction, two stories high, and of dignified and substantial appearance from all sides.

The Bamberger Railroad was, of course, perfectly fitted to accommodate intensive freight operations. Easy grades and long radius curves, plus very little operation on city streets, made it feasible to haul freight trains of almost any length. But to get into the freight business on a large scale, Bamberger Railroad had to reach an agreement to exchange freight cars with the steam roads. Prior to World War I, steam railroads turned a deaf ear to proposals by Bamberger management for the introduction of freight interchange. Substantial assistance in arriving at a temporary interchange arrangement was obtained from the Railroad Administration during the period of governmental control during the first war. But not until 1924 was the ice broken in a big way; in that year, the Union Pacific and Bamberger joined in publishing a complete line of through freight rates. Other steam roads followed, and the great growth of the Bamberger Electric's freight business got

under way. Not only did the interchange agreement develop many new industries on the lines of the interurban, but also provided valuable terminals at both Salt Lake City and Ogden. A more complete discussion of this freight picture is found elsewhere.

A not-so-pleasant memory of the Twenties is the disastrous flood of 1923. Several deaths were directly attributed to the flood while scores of homes were washed away and long sections of Bamberger track were undermined and washed away. The most severe damage occurred at Rosedale, Becks, Lagoon and Centerville.

THE THIRTIES: The Twenties bowed out with a major business depression and Bamberger Railroad was hit hard. Passenger trains dropped to but a single car usually, and freight trains were fractions of their former lengths. In 1933 the company was forced to enter receivership which continued until 1939. Named as receivers were Julian Bamberger and Layman V. Bower of Chicago who represented the Harris Trust & Savings Bank. In July of 1939 reorganization took place; wiped out were the entire common, preferred and second mortgage bonds—\$2,150,000 plus \$350,000 interest. The railroad went to the first mortgage bondholders on the basis of a \$500 3½% new bond and twenty shares of common stock, no par value, in exchange for a \$1000 5% bond of the old company. A minor change of name took place: the old name, "The Bamberger Electric Railroad," became simply "The Bamberger Railroad." Ironical but true is the claim of Julian Bamberger that if this reorganization had been postponed but six months, the entire financial structure could have been rehabilitated because of the upsurge in revenues due to lend-lease and other war freight—prelude to World War II. The reorganization saw Julian Bamberger remain as president.

But the Thirties were not altogether a period of adversity and despondency. Due to the slackening of passenger traffic, and also because of a desire to give its riders more modern equipment, Bamberger officials scouted far and wide for good buys in cars. Unable to afford new cars, the company was eager to purchase used cars of high quality. Some very fine cars were being put on the market at that time because of the depression, and Bamberger representatives were seen in Indiana and Ohio inspecting high speed, lightweight cars which would have been just the thing for the Salt Lake-Ogden run; but their inability to adjust their 300-volt motors to Bamberger's 750 volts precluded their purchase. However, the investigators found what they were seeking in New York in the five streamlined, lightweight "Bullet" cars which had been operated by the Ponda, Johnstown & Gloversville Railroad. These cars were purchased and entered service in 1939, much to the delight of Bamberger passengers.

THE FORTIES: The first half of this decade was of course dominated by war. The impact of World War II upon Bamberger Railroad was staggering. Figures reveal the full effect far better than words so here are the official records of operating results for the war years:

Year	Total	Freight	Passenger
1939	\$ 413,000	\$ 307,000	\$ 106,000
1941	919,766	769,652	126,776
1942	3,273,691	2,774,572	301,956
1943	2,929,235	2,412,526	431,949
1944	2,529,862	1,986,285	487,268
1945	2,330,501	1,776,201	509,164

The story of how this railroad expanded its facilities within the short time of three years to accommodate a three-fold increase in its passenger business and an eight-fold increase in freight traffic is a saga of American ingenuity at its best:

First, let us consider the passenger side of the picture. New interurban cars simply were not built during the war, hence the one source of additional equipment was to find used cars. To make matters worse, the Office of Defense Transportation ordered Bamberger's bus subsidiary to suspend operations for the duration; its three cruiser buses were sold to an El Paso company. This was in line with ODT's nation-wide policy of putting as much passenger traffic as possible on rails. Then the Ogden Arsenal, a greatly-expanded military post five miles south of Ogden (served only by Bamberger) asked for special trains

for its hundreds of civilian workers. Every serviceable car was rehabilitated and put back in service. The usual single-car schedules grew to three-and-four-car trains, and even these carried standing loads more often than not. Five ex-Southern Pacific electric cars from Oakland were secured to serve the Ogden Arsenal; they were trailers and were hauled by Bamberger motor cars or electric locomotives; a gasoline engine was rigged up to an electric generator in the baggage compartment of one of these cars to supply the train with lights, and stoves were put in to combat the chill Utah winters. Inasmuch as these Arsenal cars were owned by the United States Government, Bamberger was spared the responsibility of their maintenance; a shop was erected on the Arsenal grounds where all maintenance, painting, etc., was performed.

The tremendous increase in Bamberger's freight business was not as easy to meet. For the story of this interesting struggle, we turn to Mr. Julian Bamberger and hear it in his own words:

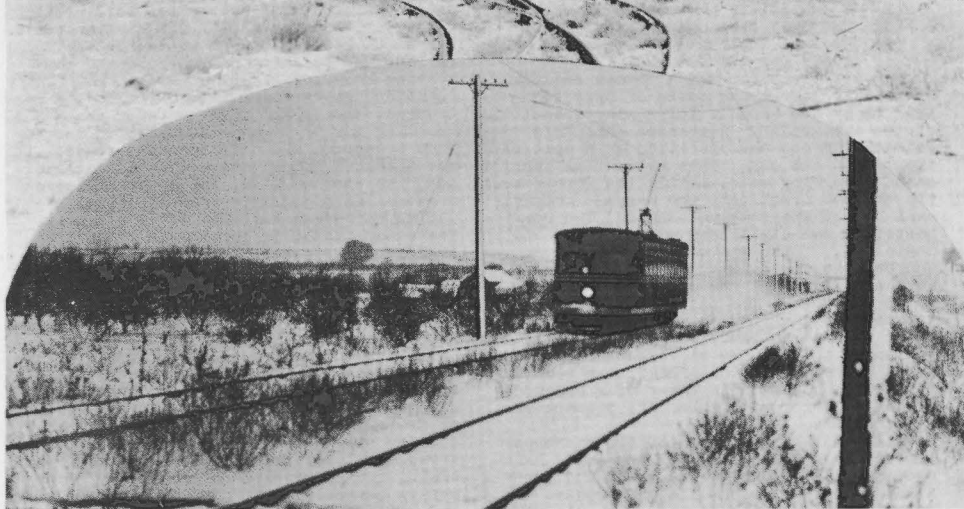
"The war brought us more passenger business than ever before and our freight business was staggering. Substations and generating capacity were not ample, so either steam or diesel power had to be obtained to meet the need. If we installed steam power, we would have to install all that went with it---roundhouse, special shops, and some fueling points along the line, to say nothing of having to train sufficient personnel to operate and maintain them. On the other hand the installation of diesel power would present no new problems other than the maintenance of the diesel motor itself; all the electrical equipment would be in line with our shop's field of experience and no special facilities other than a fueling point would be required. Weighing these considerations, we decided in favor of the diesel. In order to handle trains of Pullman cars from Mill Field, it was necessary to buy a type of diesel known as the road-switcher. This is a 1000-hp. diesel-electric with a train heating boiler added, enabling it to haul either passenger or freight trains. Locomotive 570 was thereupon purchased and its oil-fired heater installed at our own shops. The 570 has a larger capacity than our electric locomotives, and also can operate up into government establishments where trolley wire does not reach. I wanted a locomotive which could handle Pullmans and other steam railroad equipment requiring steam heat with adequate capacity to assure as good service as the steam railroads would give. We were promised a second diesel but others got it.

"In the meantime we looked for more generator capacity. From Spokane we acquired two motor-generator sets and installed them at Kaysville and Roy. We also looked for rectifiers but had a hard time, due to the fact that we purchase power at 44,000 volts AC and must transform it into DC current at 750 volts. We finally got two rectifiers that met our need; one from the Mason City & Clear Lake Railroad in Iowa, the other from the Ford Motor Company in Dubuque, Iowa. These went into our Clearfield and Ninth North substations (this last is a new substation and is very fine---both are, in fact), with the new transformers we bought to go with them.

"After relieving our power bottleneck, we looked around for more electric locomotives. We found one Baldwin-Westinghouse fifty-ton engine at San Diego and later we found its twin at Milwaukee; then we found two electric locomotives on the scrap pile at Spokane and bought them. These, with our own locomotives, enabled us to make a very good showing when the peak of the war traffic hit us."

The ending of the war, with its reduction of activity at the military establishments along the Bamberger line, caused a big drop in revenue, as was to be expected. Due to the slowness with which new automobiles were forthcoming from factories, 1945 passenger revenue was the highest in the company's history. In an effort to keep much of the war-induced passenger traffic, certain cars were speeded up with new gearing to provide more seating capacity for the "Flyer" runs between the two terminals. Three new cruiser-type buses were bought in 1946 and the operations of the Bamberger Transportation Company were resumed.

INTERURBANS •



The above views---typical of Bamberger postwar operation---were taken in or near Ogden in 1946. At the top, motor 302 is climbing up the U.P. overpass; at center is scene in Ogden Terminal yard with 303 and 401 departing; at bottom is 127 at speed approaching Ogden. (all, BJ)

Through the remainder of the Forties and into the Fifties the big Bamberger electric trains continued to roll, although little by little the Bamberger buses encroached on the schedules. Admittedly the trend was toward buses---in Salt Lake City as well as elsewhere.

Bamberger's confreres---the Salt Lake & Utah, and the Utah-Idaho Central---gave up the struggle and expired more or less quietly in 1946 and 1947 respectively. Thus the Big Three dwindled to One, and it was disquieted at its position.

Gradually the bus made inroads. In Salt Lake City, the Terminal Company was thrown into receivership on December 29, 1944. It became the sole property of Bamberger in 1947, with its name changed to "The Salt Lake Rail & Bus Terminal Company." Plans were well along to convert it to a joint rail-bus terminal when Bamberger sold the entire property to Interstate Transit Lines, a subsidiary of Overland Greyhound Lines, in late 1947. Major changes were thereupon made in the terminal, including removal of two of the four train yard tracks, building a concourse at street level to accommodate 18 buses, installation of a cafe, showers, new baggage room and an enlarged ticket office.

The Ogden Terminal was also changed. The old dark and dingy station which Bamberger and Utah-Idaho Central had jointly used for years was replaced in 1947 by a strikingly designed rail-bus station building of quite modern design. It accommodated not only the Bamberger cars and buses, but also buses of other companies, including Trailways.

Five new buses were purchased in late 1947, giving Bamberger ten in all. The first 1948 schedule change saw additional bus runs provided, and some rail operations eliminated.

In spite of these pro-bus moves on the part of the management, there were those who did not view the future with alarm. They based their optimism on such facts as the changing of gears on the big 350 Class cars, enabling them to increase their top speed to 75 mph (this was done to permit the 350s to be assigned to the "Flyer" schedules which had necessarily been accommodated by the 125 Class of considerably smaller seating capacity), plus very good maintenance of all the regularly assigned cars (including major repairs of damaged cars 129 and 326).

All might have gone on well indefinitely but for another disastrous fire. At 2:15 AM on Tuesday, March 11, 1952, the frame struc-

ABANDONMENT

ture housing the company's train maintenance shop at North Salt Lake was discovered to be ablaze. In spite of a snowstorm, the flames swept through the old building, destroying it and its machinery completely. The fire was never satisfactorily explained, and the management asserted that the ruined machines could not be replaced---they didn't make them any more! The damage was officially set at \$200,000.

Nineteen days after the fire (March 30) a new schedule went into effect. Nine north-bound rail trips and eight southbound rail runs were cut out, leaving but three round trips by cars daily and one of these ran on week days only. Added were seven roundtrips by buses daily. The reason given for this drastic curtailment of good service was that without the machinery (burned), it was impossible to keep the cars in good running condition. Bamberger patrons, loyal to the cars, besieged the Utah Public Service Commission with protests. An interesting fact they brought out was that another building at North Salt Lake Shops was equipped with the necessary equipment, plus a pit, and was even then in everyday use to maintain the Bamberger electric locomotives!

The PSC on April 21 ordered rail service to be increased to five round trips daily by April 27. On the latter date, Bamberger put into effect a new schedule calling for four daily round trips plus an evening trip as far as Lagoon and back. Complaints were numerous, but the company paid no heed. On July 10 the company applied to end all rail passenger service and the PSC hearings were held in Salt Lake City beginning July 28.

In June, 1952 (believe it or not) flames struck again at the Bamberger rail service; this time the blow fell on the Ogden substation (shades of 1918!) and it was pronounced beyond repair.

The management presented this as the clincher in its abandonment plea. Bamberger vice-president H. H. Balser told the Utah Public Service Commission that electric train losses totaled \$29,876 in the first five months of 1952 while its bus operations lost only \$9,112. Passenger service could show a profit, he told UPSC members, if switched to bus operation completely. However, continued electric trolley operations would require

rebuilding repair shops to keep the cars rolling. Most of the freight operations, he asserted, were already handled by diesels at a profit.

The decision of the Commission was favorable to the management, and on Saturday, September 6, 1952, cars 322 and 436 made the final interurban trip between Salt Lake City and Ogden.

Under date of September 7, 1952, the Bamberger Railroad ceased operation by electric power and substituted diesel locomotives for all freight service. Under same date, buses owned by the Bamberger Transportation Company provided all of the company's passenger service.

Under date of August 1, 1953, the Bamberger Railroad sold and turned over its bus operations to the Lake Shore Motor Coach Company. As of same date, the Bamberger Railroad Company and the Bamberger Transportation Company eliminated all passenger service. Today, the company is devoting all its energies towards the development of its freight traffic.

With the elimination of rail passenger service as of September 7, 1952, the Bamberger Railroad, with few exceptions, sold all of its passenger cars, electric locomotives, substation equipment, and all other operating equipment not used in the operation of its freight service. This equipment (with some exceptions) was sold to the Hyman Michaels Company of Chicago, which scrapped much of the old equipment although some of the cars were burned and the metal content retained and shipped as scrap.

Bamberger retained the best cars and now (August, 1954) has in its possession at North Salt Lake these cars: 322, 350-355, and 434; they are not being held for use---they are for sale provided the proper price can be secured. Cars 125-129 were sold to the Utah Pickle Company for use as living quarters in the fields during the harvesting season---imagine that! Car 403 was sold to the Sons of the Utah Pioneers and is on view as a relic at Sugarhouse Pioneer Museum. Car 400 was sold to the Bay Area Electric Railroad Association.

Thus the high-wheeled, orange and yellow cars of the Bamberger Railroad faded from the western scene. Although perhaps a bit outmoded by the passing of more than forty long years, they never were beaten insofar as the providing of safe, fast, on-time mass transportation was concerned.

Sunday, September 7, 1952

THE SALT LAKE TRIBUNE



Cuts Power Final Time

Ending 42 years of interurban passenger operation on Bamberger Railroad, motorman James Nelson lowers train-trolley from wire.



Final Word: 'Well Done'

Motorman James Nelson greets Railroad President Julian Bamberger before last run of Salt Lake City-Ogden electric train.

LAST MILE FOR OLD '322'

Era Ends as Bamberger Run Signals 'Finis' to Trolleys

By JACK GOODMAN

Utah's last interurban electric trolley traveled its last mile Saturday.

With veteran operator James Nelson at the throttle and company president Julian Bamberger aboard, car No. 322, with trailer No. 436 swaying in its wake, rolled out of the Salt Lake City depot at 5:05 p.m.

When the two-car train pulled into Ogden at 6:15 p.m., electric trolley service in the Beehive state was at an end---writing finis to a 42-year era in which the big orange and cream colored cars hauled hundreds of thousands of Utahns over the 36-mile Bamberger Railroad link between the state's biggest cities.

Raindrops pelted company executives, railroad fans and commuters as they piled aboard the high-wheeled cars for the final run. As sparks showered from the wet electric wires, the clang of its gong sounded a doleful dirge when motorman Nelson Lake, Bountiful, Farmington, Layton, Clearfield and other way stations long served by the interurban cars.

Such rail fans and commuters as Fred Fellows, Farmington; Benjamin Grant Johnson, Kayville, and Robert Eaby, Raymond Phelps and Tim Newman of Salt Lake City, termed the last ride "a wake."

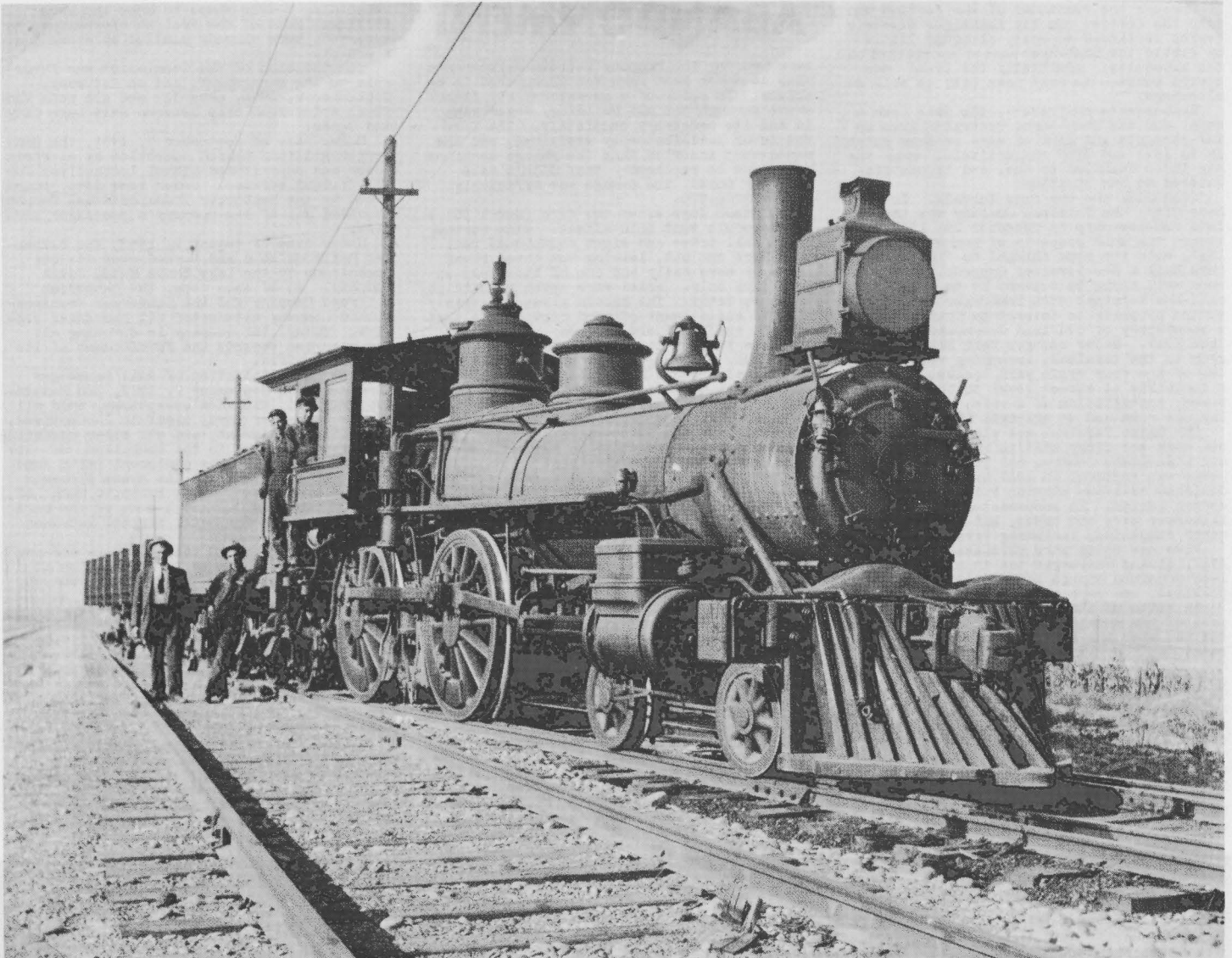
Mr. Johnson held his 3-month-old son, Benjamin Jr., in his arms. Youngest passenger on the final trip, the tot was taken aboard "so he can tell his children he rode the last trolley."

Mr. Bamberger, accompanied by his wife and daughter, Mrs. Allen Shott, reported "we hate to see this day, but it had to come. I had to give up an old Frizlin automobile years ago---didn't want to do it, but couldn't get parts for the car. Same thing with these trolleys."

He explained a fire last March destroying the company repair shops was a principal reason for the switchover to highway bus operation. Added bus schedules will serve commuters along the Salt Lake City-Ogden route, while freight service is handled by recently acquired diesel locomotives.

Motorman Nelson, a "died in the wool railroad man," joined company officials and commuters "the best ever built," and added: "I grew up with them. Like folks along the line I'll miss them." An Ogden resident, he called "always wanting to be a motorman when I was a kid."

V. J. Crossland, superintendent of transportation for the Bamberger Railroad, and company vice president H. H. Balser, estimated the car used for the final run had traveled 2,920,000 miles during its ramblings along the interurban line.



STEAM

The Bamberger Railroad was operated by steam from 1896 to 1910, and freight continued to be hauled by steam locomotives until 1914. Few people today can remember those little steam locomotives, but the cars they hauled are recalled by many, for they saw many additional years of use as trailers on the electrified Bamberger Railroad and many of them served still longer as maintenance-of-way cars.

Those 1896 steamers were of the familiar dummy type---a wooden car body completely enclosing the boiler and cab. The dummies were built by Baldwin Locomotive works of Philadelphia, and were similar to those operated by the Brooklyn Elevated Railroad of that era. They were of the 0-4-2 wheel arrangement with water and coal being carried on the locomotive itself. Although small and light, the dummies were efficient and made fairly high speed.

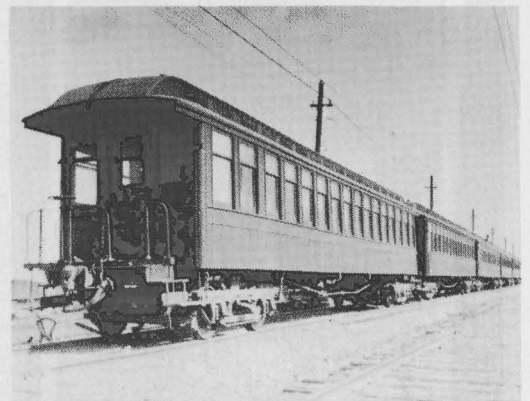
As the railroad grew and trains became heavier, it was necessary to purchase larger locomotives. These were acquired from various sources, some new and some used. By 1910, the company was operating steam locomotives which weighed up to seventy tons. These large engines were retained until 1914 in freight service.

The Bamberger Railroad has not kept a roster of its steam locomotives, so the following list (compiled from old photographs) is the best we can offer:

No.	Type	Service
1	0-4-2	Light Passenger (Dummy)
11	0-4-2	" " (Tank)
18	4-4-0	Heavy Passenger & Freight
19	"	" " " "
20	"	" " " "
21	"	" " " "
22	4-6-0	Heavy Freight
24	0-4-0	Switcher & Light Freight

Steam locomotives of the lighter type were scrapped when electric operation took over. The heavier engines were sold to various railroads, usually industrial roads. One, No. 26, was reportedly sold to the Salt Lake & Utah and was used in constructing that interurban line, after which it was scrapped.

The steam cars were purchased used from the Brooklyn Rapid Transit and were closed coaches with open platforms, forty in number. Some open cars were also operated in steam trains. After electrification, some of these closed coaches were equipped with electric lights and used as trailers. Later these trailers were rebuilt into express trailers and were used through World War I. The rather light construction of these cars made it necessary to restrict their speed; in the days of steam operation, this was no problem---but with the advent of the much faster electric interurban service the company was forced to purchase interurban trailers which could safely operate at high speeds.

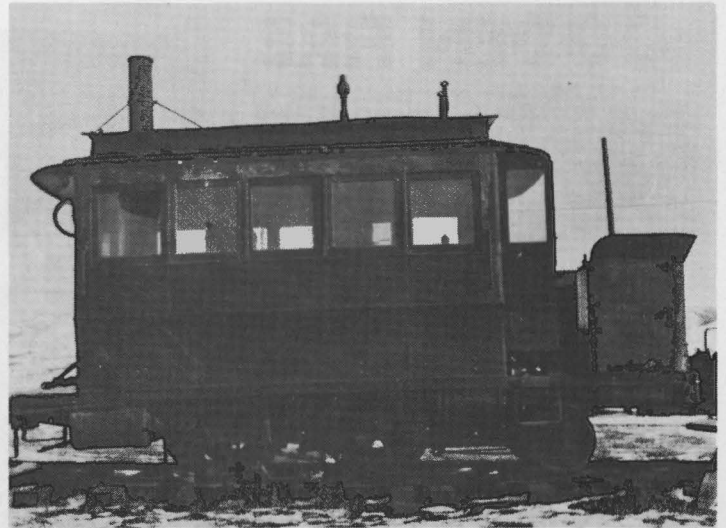


PHOTOS: At top we see American type steam locomotive 18. The photo probably dates from about 1911, indicated by trolley wire overhead.

Below are shown some of the wooden, open platform coaches which carried many a passenger over SL&O rails. Near car is no. 51. In later years some of these coaches were converted into express trailers by boarding up windows, removing seats.



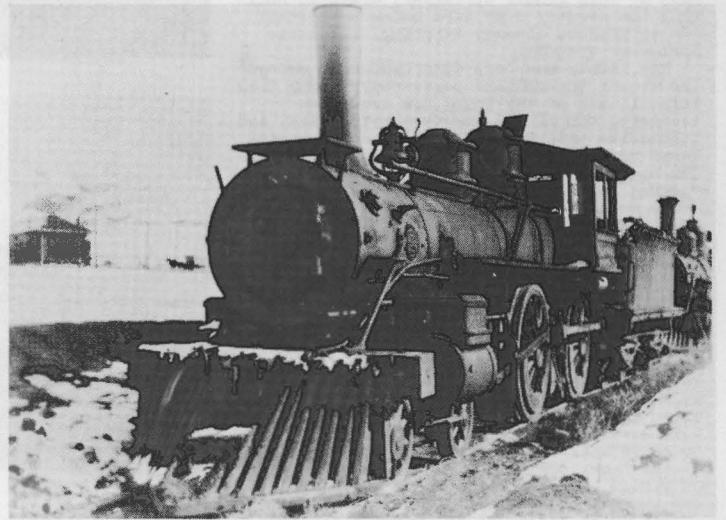
Tank locomotive #11



Steam dummy #1



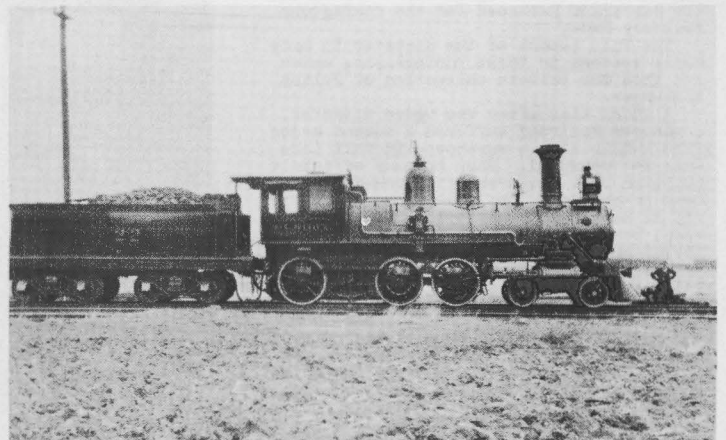
American type #20



American type #19



Switcher #24



Freight engine #22

OGDEN FIRE

Shortly after 6:00 AM on Tuesday, May 7, 1918, the substation and car house at Ogden were discovered to be on fire. The buildings adjoined, and for all practical purposes could be considered one building. The fire spread rapidly and was out of control by the time the fire engines arrived. Practically the entire property was destroyed, amounting to a loss of approximately \$500,000. Ten motor cars, ten trailer cars and one electric locomotive were consumed, and buildings were reduced to twisted wreckage.

The disastrous fire started with an explosion in the 44,000 volt lightning arrester in the substation. A window in the fire wall between the substation and the car house was shattered by the explosion and through this opening was sprayed burning oil, falling on the cars and immediately setting them ablaze. Had this window been bricked up, instead of just closed with wire screening and glass, the entire loss would have been but a few hundred dollars.

The substation switchboard was grounded, thus shutting off all power and making it impossible to run cars out under their own power.

The car house was not equipped with an automatic sprinkler system. A manual sprinkler was being installed at the time. Due to the wide publicity given the ineffectiveness of this manual sprinkler, electric railways the country over were quick to install (or to improve already existing) automatic sprinkler systems.

The twenty-one cars destroyed were among the finest the company possessed. Among them were all six of the brand new excursion trailers, ten of the eighteen motor cars, and locomotive 527, the original electric engine. These were stored in the Ogden car house for the night because the trend of morning traffic was toward Salt Lake City; the Ogden car house was the only such structure of size on Bamberger, and did a large share of the car maintenance work.

Quickly realizing the serious shortage of rolling stock occasioned by the fire, the company immediately set about equipping its North Salt Lake Shops to undertake the big job of rebuilding those cars whose frames were not too badly warped. It was decided not to rebuild the Ogden Car House, but to shift all repair and maintenance work permanently to North Salt Lake. As the first step, certain undamaged buildings at Ogden were moved bodily to North Salt Lake, there to serve well in the following months.

The facts pertaining to the rebuilding of burned cars are to be found herein in the section dealing with Cars.

The Ogden holocaust was responsible for a long period of curtailed service, and also caused postponement of a general improvement program for several years. Very few electric railways were called upon to withstand a loss of the severity of the half-million-dollar Ogden fire. We salute the Bamberger Railroad for the courageous recovery made.

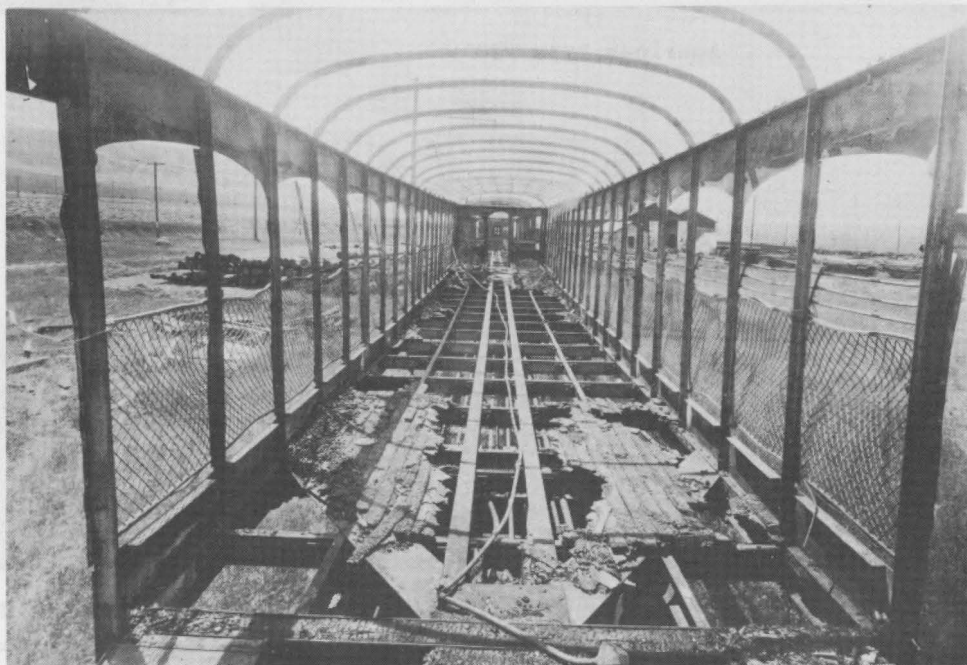
The full impact of the disaster is made amply evident in these photographs, which are from the private collection of Julian Bamberger.

A short time after the Ogden disaster, Bamberger Railroad suffered a second major fire--this time a warehouse in Salt Lake City was consumed. Many company officials believed that while one fire could have been an accident, two could not; the nation was at war, and the crippling of any railroad, however small, was a logical objective of enemy agents.

PHOTOS: Top: The Ogden Car House after the fire had been extinguished. Beneath the network of steel roof girders can be seen the hulks of cars. Note the difference between the steel trailers on the left, which kept their shape fairly well, and the composite cars at the right.

Center: One of the burned motor cars at North Salt Lake Shops.

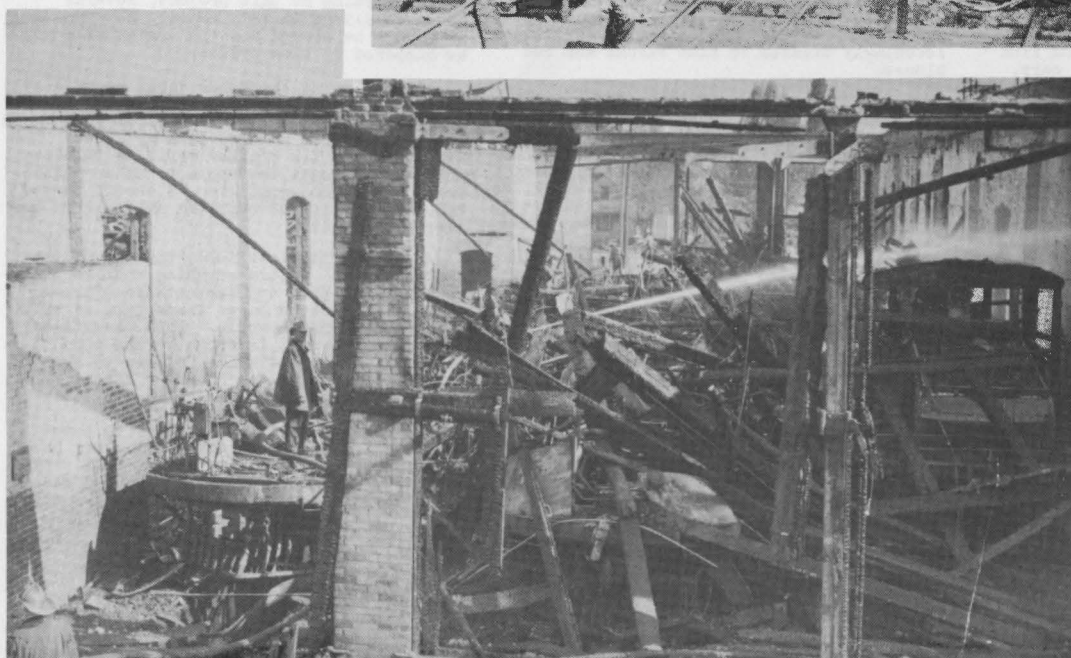
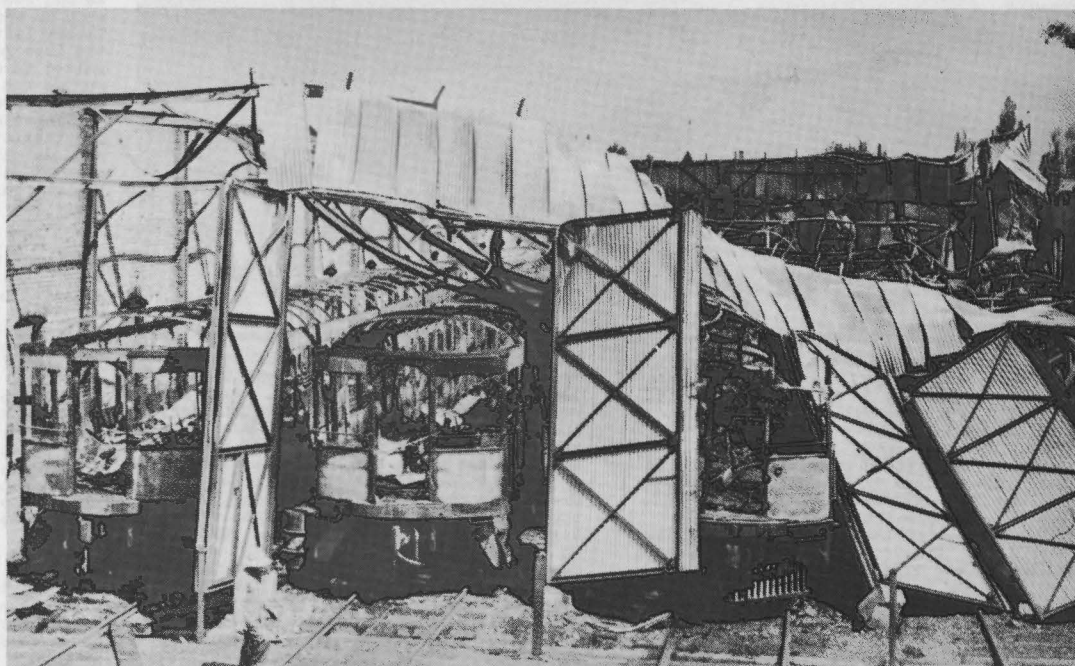
Below: Interior of one of the steel trailers after the fire; note how well the steel framing withstood the flames.



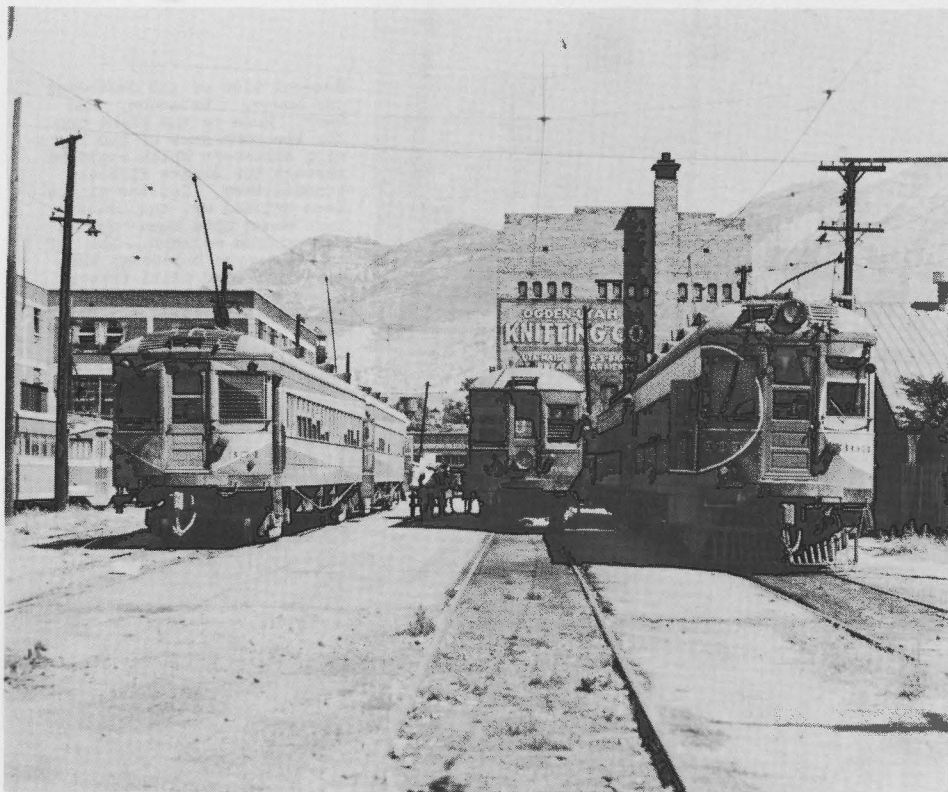


General view of the destroyed car house, substation, and cars. Note to the right center the horn gaps of the lightning arrestors which exploded through the window directly beneath them. Had the window been bricked up, the entire loss would have been only a few hundred dollars. All of the destroyed buildings were constructed of steel frames, brick walls, sheet metal fronts and wooden roofs.

A closeup view of some of the destroyed cars. The two at the left were the steel trailers; at right can be seen the end of one of the composite motor cars. Undoubtedly the fact that the trailers were on tracks beside the brick wall saved them from some further damage; motor cars upon which the roof girders fell were further crushed by the girders' weight. Had the car house tracks been built on an incline, the cars could have been coasted out, but the lack of power caused by the direct hit of lightning on the nearby substation and the quick falling of trolley wire precluded operating the cars under their own power.



In this photo, firemen still play their hose on the roof of pioneer electric locomotive "A". This three-track bay was immediately adjacent to the substation and bore the brunt of the fire. As can be seen, the cars herein were completely destroyed. For the story of their rebuilding, see the section on Cars.



(Left) Looking into the Ogden Terminal train yard in 1947, one might have seen this typical scene: At left, some Bamberger lightweights laying over; BRR 351 just in; UIC #3 (car 504) ready to depart; and Bamberger 303 and trailer, next out for Salt Lake City. (BJ)

Let's ride one of the Bamberger line's fast interurban trains from Ogden to Salt Lake City. The day is Thanksgiving, 1945; it's cold, but a feeble sun is trying to warm the scene.

The station shared by Bamberger and the Utah-Idaho Central in Ogden is but a block from the main intersection. Immediately adjacent to it is the large government structure housing the postoffice and federal offices. The Ogden Station is old, but during the war emergency it did a big job well, and the hard usage it has undergone is discernible in the worn waiting room, halls and dingy offices.

Our ticket purchased, we walk through the terminal and out the rear door and find ourselves in the midst of interurban cars, locomotives, freight cars and tracks. The two companies have an interesting working arrangement here: UIC owns the station and trolley wire, while BRR owns the land, the freight platform and tracks---the yard and all employees are under the supervision of the UIC.

Many familiar cars are to be seen in the yard: to our left is the 128, one of five lightweight, high speed, semi-streamlined beauties BRR obtained in 1939 from the F&M; To our right at the very end of the closest stub track is a BRR trailer, a fine old car which even today retains much of its original handsomeness. In front of it is our car, the 350---one of six very large motor cars rebuilt from excursion trailers. On the next track is one of UIC's sturdy steel passenger motors ready to pull out on her long run north to Preston. Two tracks over is a sight to gladden California eyes: two ex-SP electric cars from Oakland, now used as trailers to the Ogden Arsenal; coupled to the SP cars are BRR 530 and a BRR trail car.

Now the hands of our watch point to high noon and our train, #18, is about to leave. We board the 350 and glance around its interior. We note a white composition ceiling, cream walls down to windows (which have shades), and dark brown from below the buff single-sash windows to the floor. A single

row of lights down the center of the car provides illumination, each light being shaded by a fluted glass shade. Push buttons are located above alternate windows, and electric heaters are spaced along walls near the floor. The floor itself is bare wood painted brown and the aisle flooring is a composition material painted brown. Seats are of the leatherette bucket type, quite comfortable although showing signs of wear. High along either wall is a bell cord, and to the rear is a small compartment set aside for smokers. Solid bulkheads close off the main compartment from both the front vestibule and smoking section. 350 is single-end and is operated by one man. We will haul a trailer, car 402, whose tickets are being efficiently collected by a young lady very fetchingly dressed in blue slacks and red blouse.

At 12:01 PM two blasts from the air horn, followed immediately by the clatter of our gong, herald our departure. We roll majestically down the yard, turn left onto Lincoln Ave. and rumble slowly down that pleasant residential thoroughfare on single track. So smooth is the trackage that we suspect it to be girder rail, but closer inspection shows it to be medium weight T rail imbedded in concrete. Stops are made at 25th and 30th Streets to pick up passengers and our train is already comfortably filled. We can see the end of street operation ahead. A curve to the right and an almost immediate climb up to a high overpass share interest with the Ogden wye and substation on the left---all that remain of the burned car house. Up we roll onto the steel girder bridge and below us the main line of the Union Pacific, close beside the waters of the slowly flowing Weber River. Ice near the banks, a light film of snow covering the countryside, and a hazy wintry sun overhead give a diffused, almost unreal, aspect to the whole scene. We are leaving Ogden behind and are emerging into the clean air of the Utah countryside. Ogden and Salt Lake City burn much coal; we noted the previous afternoon coming down the hill on the UIC that Ogden was quite obscured by a pall of smog.

Once across the Weber River and into the open country, our double track curves easily

to the left and begins a steady climb; for the next four miles we will be ascending at a steady 1.1% rate; at several points we will meet this 1.1% degree of climb---it is the maximum to be encountered for the line was laid out for speed and high capacity and the builders did their job well.

Here's a northbound BRR passenger train approaching us swiftly; with a blast and a roar the two big orange electric trains pass each other, interurban travel at its best!

Orchard Station flits past and ahead now we can see Sunset; here we make a brief stop to add more passengers to our consist. To the left can be seen the beginning of the huge government projects that have resulted in an immense amount of new traffic during the war. The buildings of the Ogden Ordnance Depot come first, only to merge indistinguishably with those of Hill Field, a major aviation center. Both installations are exclusively served by BRR. Trackage multiplies through here---our two tracks are rapidly paralleled by two more, and many spurs and sidings are thrown in as well.

To our left now is the building housing the shops where the Arsenal maintains its ex-SP cars; we can see two of the big cars standing nearby, one of them in brand new olive and white paint. Continuing down the main for about half a mile, our train pulls up at Arsenal Station, the newest on the BRR and one of the most modern to be seen on any railroad. BRR stations of sufficient size to require agents have living quarters built into the same building; Arsenal has an attractive brick home attached to the streamlined station. Here, opposite the main gate of the Arsenal, we pick up several more customers, then onward we go. The next few miles of our journey are downhill and we anticipate some good bursts of speed.

Hardly have we started, however, than we slow to a crawl; good reason, too, for we traverse a shoofly around an overpass being built to accommodate autos and trucks. With the completion of this project, several grade crossings in this rapidly-developing area will be closed and the trains will not be hampered by slow orders.

Since leaving the Weber River we have gradually been veering to the left. Outside Arsenal another 20° curve leftwards puts us on a tangent and at once we pick up speed. The big motor and its trailer build up velocity until we estimate the speed to be around 65. Track is in good condition, a credit to the company's policy of renewing all rail in the last three years.

Ahead now is Clearfield, the end of the double track. Before entering town we slow to a snail's pace to negotiate some track being repaired by a large track gang of which quite a few are Japanese. Into Clearfield we rumble and stop in front of the old station building with its integrated substation and residence. Here we arrive in single-track territory and find the southbound track has been retained, rebuilt with 90-lb. rail and shifted slightly to permit large drainage ditches to be cut along both sides of the roadbed. Overhead, both trolley wires have been kept and parallel each other about six inches apart. Freight crews are instructed to use a pole on each wire when hauling long trains.

Good track and descending grade combine once again to give us thrilling speed. We roar down to Layton between beautifully green farms. At Layton we find we have a meet with the pet of the road, big diesel 570. This ponderous locomotive is hauling

some 19 loads of coal and no sooner have we gotten in the clear than the behemoth snorts out of town, its heavy string of gondolas obediently clicking along behind. Layton contributes a large number of passengers and all manage to find seats.

As we leave Layton we find that our long descent is just about at an end; abruptly we run through a sag and begin climbing to Kaysville, twenty miles from Salt Lake City. Here we notice a brand new substation, added when war hit, which looks even more rawly new due to its close proximity to the old station. Interesting note: here at Kaysville is one of BRR's pioneer freight shippers: The Kaysville Brick Works, which has been shipping over this railroad since 1902---and has been an important customer every year.

A mile beyond Kaysville we again enter double track, the old northbound main having been retained for the next three miles to and through the important resort, Lagoon, and its neighboring town, Farmington. We speed along high on the side of the hills, the Great Salt Lake coming ever closer to our rails, and the two steam railroads (UP & D&RGW) being ever squeezed closer to our right-of-way as the lake cuts down the available space between shore and mountains. Through this narrow corridor of level land there must pass three railroads and the highway.

Here's that famous resort, Lagoon. Bamberger built this beautiful relaxation spot midway between Salt Lake City and Ogden back in the days when autos were almost rarities. Every BRR car once had "Lagoon Route" painted on its sides and, as we have already noted, some cars were purchased especially to handle the heavy resort traffic. Today the chill hand of winter lies heavy upon Lagoon;

quiet reigns throughout the park---the roller coaster is still, the lake is covered by a thin sheet of ice, the picnic grounds and playing fields are covered with a film of snow. Lagoon is certainly not putting its best foot forward today. When autos finally brought the majority of the park's patrons, BRR disposed of its interest, selling it to members of the Bamberger family, it being felt that the project did not rightly belong to the interurban thereafter.

Lagoon is on our right, while on the left can be seen some remnants of the big steam generating plant which once supplied BRR with power. A flywheel explosion in 1913 damaged the machinery so badly that it was never repaired and power has since been purchased. There is still a substation at this point---large, old and brick---with a stucco station alongside. Much extra trackage is in evidence, including a loop for turning trains. Here we meet Train #13, the noon northbound limited out of Salt Lake City; this train has three cars---a pair of motors with a trailer between.

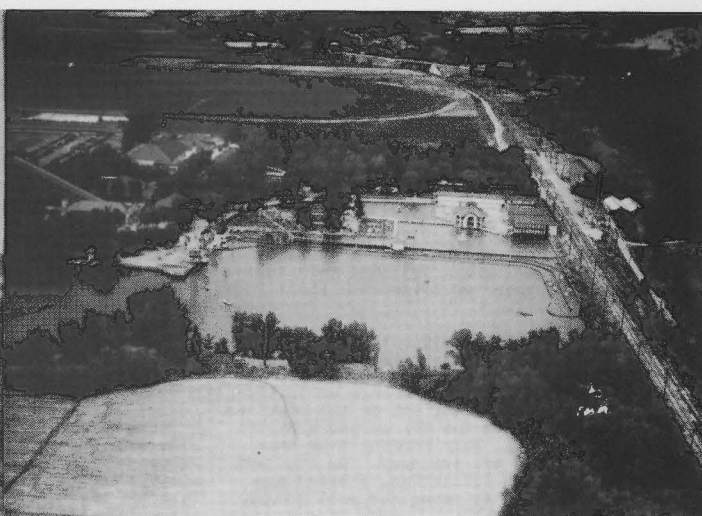
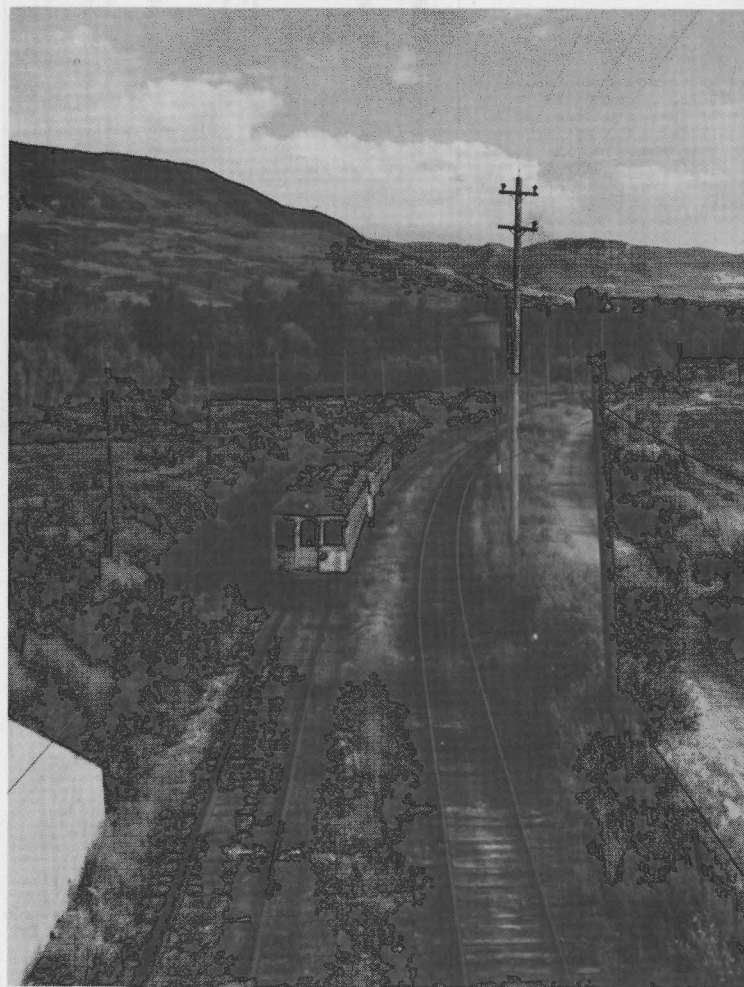
For many years the standard passenger train on BRR has consisted of a motor coupled to a trailer; when the exigencies of traffic demand additional cars, usually another motor and trailer are added, making a four-car train---but we notice quite a few three-car trains, invariably with the trailer in the middle. We should have met #13 outside Kaysville; evidently it has been delayed by heavy patronage.

Upon leaving Farmington, we come upon single track almost at once. Here BRR had trouble deciding which of its two original tracks to retain; we veer from one side of the wide right-of-way to the other---running for a while on what was the north-

bound track, then on the former southbound, back to the northbound and finally settling down to running on the old southbound. This stretch is not as smooth as that over which we have run and undoubtedly will receive attention from track crews in the near future. BRR has been relaying quite a bit of rail in the past two years, ten miles having been rebuilt in 1944 and ten more in 1945 with the remainder slated for replacement as soon as steel can be secured. The original rail was 85-lb. T---but this is no longer being made; instead the new rail is 90-lb. T with a higher web but not as broad a head, a fact which BRR deplures.

We are in Centerville now---frame depot to the left and a few more passengers added to our crowded cars. Onward we race to the town of Bountiful where we note a neat brick station on the right. A brief stretch of double track carries us through Bountiful and we begin our drop to North Salt Lake. We cross over a four-lane highway on an overpass and the cars pick up speed. We come down alongside the highway and rapidly overtake and pass auto after auto. Motor 350 is a comfortable car at high speed, its great length serving to good advantage in ironing out the minor roughnesses of the roadbed. Only when we glance to the rear and note the bucking of the trailer do we fully realize that we are indeed making very high speed.

Ahead now is North Salt Lake, home of the BRR shops. Here also is the company's interchange with the D&RGW. We enter double track and come to a halt in front of a combined substation and station of brick. The building also provides offices for the shops, which spread out to the south, covering perhaps twenty acres. So warm and comfortable is it inside the 350 that we fail to realize how cold it is outside. We are reminded that



The summer resort of Lagoon brought many a patron to the big Bamberger electric trains (and to the steam trains in earlier days). Located just north of Farmington, the resort included about forty acres of well landscaped land between the Wasatch Mountains and the Great Salt Lake. Attractions offered by the attractive amusement park were: dancing pavilion, miniature railway, athletic field, race track, ball park, menagerie, boat house, chute the chutes, roller skating rink, scenic railway, shooting galleries, bathing pool, bear pit (1), two ice houses, three saloons, two restaurants and a bowery. As far back as 1908 there were 250,000 paid admissions during the year, and this figure jumped considerably after electrification.

Above is an air view of Lagoon, taken several years ago. At the left is Train 23, cars 323 & 404, leaving Lagoon (seen in background) on June 19, 1942. (JS)



303 and 436 roll into Salt Lake City on Third West St. in 1945. Surprising speed was maintained by BRR trains through this section of the city. (JS)

winter is indeed here by the sight of long glittering icicles hanging from the station's eaves while around the building small drifts of snow bank up in corners.

We resume our southward journey in a few moments and slowly pass the shops and their numerous tracks; as we look out to the right we notice car 01, a short wooden line car---locomotives 503, 527, 502, 525 and 528, and trailer 403. Many freight cars are scattered around and the scene has the same industrious aspect as have shops on interurban lines from coast to coast.

A mile further south we enter the city limits of Salt Lake City and almost at once see the original goal of this line---Beck's Hot Springs. Another mile brings us to the final end of single track and on the right is the interchange with the UP; we see a diesel switcher---UP 1024, busy herding tank cars around in a large oil refinery. On the left is BRR's 9th North substation, a brand new installation which is among the most modern in the nation.

As we enter Salt Lake City proper, our tracks become a reservation between a double highway. The air gong starts and we roll down Third West at a surprisingly fast rate of speed. The more important intersections are guarded by automatic crossing gates; up the track on either side of the gates are located tell-tale lights to inform the motor-man of the condition of the gates; if he sees a green light flashing, he knows the gates are closing---but if he is confronted with a flashing yellow light, he knows the gates have failed to close and thereupon he approaches the intersection under control. BRR believes in operating at a high rate of speed through areas of numerous crossings, subscribing to the philosophy that motorists will try to beat a slow-moving train, but will shy away from contesting the right of way with a rapidly moving train. BRR was the first railroad in Utah to install these automatic gates.

Onward we rumble down Third West on surprisingly good rail---again it's T rail imbedded in concrete. We are in the city now,

with large warehouses and apartments rising around us. To the left can be seen the Temple and Tabernacle of Temple Square, with the great block of the Hotel Utah rising beyond. We cross North Temple and on the right is the Union Pacific Station. Originally our trip would have terminated here, for BRR's first depot was opposite the UP Station. We curve left onto double track private right of way occupying what otherwise would have been an alley and proceed east across the main highway to First West Street. Here another curve is made to the right and our train now rolls slowly down the center of the street to the rear of the Salt Lake Terminal. After a sharp curve to the left we rumble to a final stop in the busy train yard amid numerous cars of BRR and SL&U, the sixty-mile interurban line which runs south to Payson.

Rapidly our train disgorges its patrons; soon both cars are quite empty. On board swings Clyde Hansen, the hostler at this terminal; efficiently he backs the train out into the street and wyes it, returning it to its proper track in the station yard, ready for the return trip.

Our journey will not be complete until we pass through the Terminal itself and step out onto the sidewalks of Salt Lake City. The Terminal is an L-shaped building which occupies the north and east sides of the yard. A walk up an incline brings us into the waiting room. What a pleasant surprise! Recently modernized, the two-story-high waiting room is one of the most attractive we have seen. Its high ceiling is cream with gold decoration and this treatment is carried out in the walls as well. The floor is terrazo, laid in alternate black and white pebbled squares. Three fixtures of double-row fluorescents provide brilliant illumination, with the big windows giving additional light. The marble ticket counter midway along the south wall has queues of patrons lined up before it, while others are seated on the four double rows of walnut benches distributed evenly down the center of the room. Stores and offices surround the north, west and east sides of the waiting room, with a balcony and more offices on the north and east. On walls at the southeast corner are large time

tables, while doors giving access to the train ramp are located in the northwest corner with exit and entrance doors to the street immediately alongside. This terminal is a credit to Salt Lake City and is certainly one of the most attractive interurban stations in the nation today.

Our trip from Ogden took one hour and ten minutes---good time considering the many stops en route. Three forms of service are provided at the present time: Flyer, Local and Limited. Our train was a Limited, of which there are five northbound and four in the opposite direction daily. The Flyers leave terminals at nine AM and three PM and these schedules are handled by the "Bullet" lightweight cars, due to their top speed of more than 70 mph. The bigger cars cannot make this extra-fast running time of an hour flat between terminals, but the limited seating capacity of the lightweights has made it advisable to speed up three of the 350 Class. This is now being done, and the first, 355, will probably be in service with its higher ratio gears by September, 1946. The third type of service offered is the Local; this accounts for the bulk of the runs: twelve locals run northbound and thirteen southbound every day, making the 36 miles in 80 minutes.

This adds up to a busy picture of a busy railroad. When we realize that in addition to the Locals, Limiteds and Flyers there are also numerous freight trains and maintenance trains competing for a place on the main line---then does it become apparent that BRR is utilizing its facilities to the utmost degree.

Bamberger R. R. Co.		JOINT		1000 MILE TICKET		Form M		No. 5043		Good for 1000 miles of transportation, subject to conditions on inside of cover.		Valid for passage after date punched in margin.		Utah Electric Interurbans		BAMBERGER R. R. CO.		THE UTAH-IDAHO CENTRAL R. R. CO.		THE SALT LAKE & UTAH R. R. CO.		NOT GOOD UNLESS DATE PUNCHED IN MARGIN AND STAMPED BY SELLING AGENT		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23



SNOW! Above photo (by PF) shows Bamberger passenger train in a 60 mph east wind. These winds blow snow off the tops of the Wasatch Range and pile deep drifts in the valley a mile below. UP trains come to a complete standstill in similar winds (its tracks are a half mile west of BRR). Note the snow drifting off the top of the bank like fog.

In a typical snowstorm (that of January 1949) the following was the picture: The SL&U (Saltair) main line was closed for one week; the UP main line was tied up for weeks---branch lines longer, and trains were rerouted over the D&RGW; SP main closed for a total of one week, with SP trains rerouted over WP from Wells; WP tied up main for one day and several times for a half day---Tooele branch closed for more than two weeks; D&RGW Bingham branch tied up; Tooele Valley Railway tied up for nearly a month; Bamberger operated its trains every minute over entire line---the result of good maintenance.

21

Pole No.	37	35	33	31	29	27	25	23	21	19	17	15	13	11	9	7	5	3	1	Distance from Pole to S&L Tower	Sliding Capacity	
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sundays and Holidays	Daily	Daily Ex. Sundays and Holidays	Daily	Daily Ex. Sundays and Holidays	Daily	Daily	Daily Ex. Sundays and Holidays	Daily	Daily Ex. Sundays and Holidays	Daily	Daily	Daily Ex. Sundays and Holidays	Daily			
	Local	1 Limited	Local	Local	Local	Limited	Local	Limited	Local	Local	1 Flyer	Local	1 Limited	Local	Local	Flyer	Local	1 Limited	Local			
0.0	(30)DT 12.01P	10.30P	9.00P	7.30P	6.30P	(28)DT 6.00P	(30)DT 5.30P	(26)DT 5.00P	(34)SBDT 4.30P	(34)DT 4.00P	(32)DT 3.00P	(34)DT 1.30P	(34)DT 12.01P	(34)DT 11.00P	(32)DT 10.00P	(34)SBDT 9.00P	(34)DT 8.00P	6.40P	6.00P	0.0	Y	
3.43	12.08	10.37	9.08	(30)DT 7.38	(30)DT 6.38	6.07	5.38	5.07	4.38	4.08	3.06	1.38	12.07	11.08	10.08	9.06	8.08	6.47	6.08	2.80	Y	
5.90	12.12	10.41	9.12	7.42	6.42	6.11	5.42	5.11	4.42	4.12	3.08	1.42	12.11	11.12	10.12	9.08	8.12	6.51	6.12	5.50	Y	
5.46	12.13	10.42	9.13	7.43	6.43	6.12	5.43	5.12	4.43	4.13	3.09	1.43	12.12	11.13	10.13	9.09	8.13	6.52	6.13	5.75	Y	
5.19	12.15	10.43	9.15	7.44	6.45	6.13	5.45	5.13	4.45	4.15	3.10	1.45	12.13	11.15	10.15	9.10	8.15	6.53	6.15	6.30	8	
7.56	12.17	10.45	9.17	7.46	6.47	6.14	5.47	5.16	4.47	4.17	3.12	1.47	12.15	11.17	10.17	9.12	8.17	6.55	6.17	7.01	(2)26	
9.11	12.19	10.47	9.19	7.48	6.49	(30)DT 6.17	5.49	5.17	4.49	4.19	3.14	(30)DT 1.47	12.17	11.19	10.19	9.14	(30)DT 8.19	(30)DT 7.20	6.19	6.21	9.31	16
11.08	12.25	10.50	9.25	7.53	6.55	6.20	5.55	(30)DT 5.30P	4.55	4.25	3.16	1.55	12.20	11.25	10.25	9.16	8.25	7.00	6.25	11.18	18	
13.07	12.28	10.53	9.28	7.56	6.58	6.23	5.58	5.23	4.58	4.28	3.18	1.58	12.23	11.28	10.28	9.18	8.28	7.03	6.28	13.10	26	
15.47	12.34	10.57	9.34	8.02	7.04	6.27	6.04	5.27	(30)DT 5.04	4.34	(34)DT 3.23	2.04	(34)DT 12.29	(34)DT 11.34	(30)DT 10.34	(32)DT 9.23	(30)DT 8.34	(30)DT 7.07	(30)DT 6.34	15.8	12	
18.42	12.40	11.03	9.40	8.06	(30)DT 7.10	6.33	6.10	5.33	5.10	4.40	3.28	2.10	12.33	11.40	10.40	9.28	8.40	7.13	6.40	18.6	Y	
30.90	12.43	11.05	9.43	8.09	7.13	6.35	6.13	5.35	5.13	4.43	3.30	2.13	12.35	11.43	10.43	9.30	8.43	7.15	6.43	30.4	(2)15	
32.40	12.48	11.10	9.48	8.14	7.18	6.40	6.18	5.40	5.18	4.48	3.35	2.18	12.40	11.48	10.48	9.35	8.48	(30)DT 7.20	6.48	32.6	48	
35.43	(30)DT 12.54	11.16	9.54	8.20	7.24	(30)DT 6.46	6.24	(30)DT 5.46	5.24	(30)DT 4.54	(30)DT 3.41	(30)DT 2.24	12.46	11.54	10.54	9.41	8.54	7.26	(30)DT 6.54	35.7	8	
38.43	12.59	11.23	9.59	8.25	7.29	6.53	6.29	5.53	5.29	4.59	3.46	2.29	12.53	11.59	10.59	9.46	8.59	7.33	6.59	38.7	Y	
39.48	1.02	11.25	10.02	8.28	7.32	6.55	6.32	5.55	5.32	5.02	3.48	2.32	12.55	12.02	11.02	9.48	9.02	7.35	7.02	39.7	16	
33.80	1.08	11.30	10.08	(30)DT 8.33	7.38	7.00	(30)DT 6.38	6.00	(30)DT 5.38	5.08	3.50	2.38	1.00	12.08	11.08	9.50	(30)DT 9.08	(30)DT 7.40	(30)DT 7.08	33.3	12	
36.16	1.20P	11.40P	10.20P	8.45P	7.50P	7.10P	6.50P	(30)DT 6.10P	5.50P	(30)DT 5.20P	(30)DT 4.00P	(34)DT 2.50P	(30)DT 1.10	12.20P	11.20	10.00P	9.20P	10.00P	7.50P	7.20P	36.3	Y

PASSENGER CARS

To compile an all-time roster of cars of The Bamberger Railroad is a difficult task, due to the extensive rebuilding and renumbering of most of them. This, of course, is the result of the disastrous Ogden car-barn fire of May 7, 1918. The experience then acquired by shop forces tended to induce further rebuilding in succeeding years. No doubt the quality of Bamberger rolling stock was considerably improved by this, but the whole thing makes doubly arduous the compiling of accurate car histories.

To enable the reader to understand more clearly these individual histories, we have worked out a listing of them wherein their original numbers are the key. Cars appear first under their original numbers, then by renumberings with dates of the changes. That this is necessary may be deduced from this fact: only one of the original 24 cars kept its first number throughout its life (401).

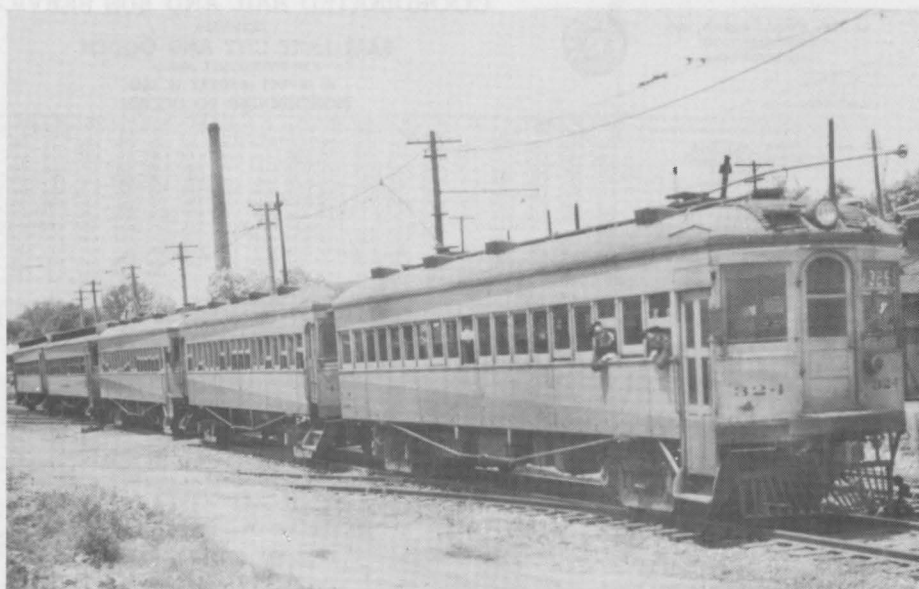
For the accuracy of this information, we are indebted to Mr. R. F. Benton, Master Mechanic & Electrical Engineer of Bamberger.

BODY TYPES: As of 1946, cars were grouped by body types as follows:

Single Compartment Coach: 302, 322, 324-326, 352-355, 400-402, 406, 434, 436, 125-129.

Coach with Smoking Compt.: 323, 350, 403, 404.

Coach with Smoking & Baggage Compts.: None.
Coach with Baggage Compt.: 301, 303, 351, 405.



The first three cars in this train (324, 434, 326) show the effects of the rebuilding performed upon them: arch roofs, covered upper sash, recessed headlight, squared windows and folding doors. Last two cars (trailers) remain in original condition except for covered upper sash. (BJ, 1945)

CAR RENUMBERING DATA: (Information from official Bamberger files)

Orig. No.	Date of Orig.	First Reno.	Date of 1st Reno.	Second Reno.	Date of 2nd Reno.	Disposal
300	1910	II 404	10-15-21	----	----	D 1952
301	"	407	5-29-28	----	----	D 12-1-37
302	"	321	5-30-19	III 303	9-27-28	D 1952
303	"	322	7-4-19	----	----	See Note
304	"	525	6-10-20	----	----	D 1952
305	"	II 403	3-28-23	----	----	S 1952
306	"	200	9-18-20	05	7-28-37	D 1952
307	"	II 300	7-3-23	530	10-27-39	"
308	"	526	12-16-19	----	----	"
309	"	324	3-20-20	----	----	"
310	1913	II 304	12-1-19	326	9-2-21	"
311	"	437	1-15-21	II 325	3-19-28	"
312	"	408	12-1-37	----	----	D 12-1-37
314	"	----	----	----	----	B 5-7-18
315	"	323	10-30-19	----	----	D 1952
316	"	438	2-6-28	II 301	5-26-28	"
317	"	II 303	11-15-19	406	3-19-28	"
318	"	II 306	11-11-20	II 405	9-2-22	"
400	1910	434	5-28-20	----	----	D 1952
401	"	----	----	----	----	"
402	"	I 325	5-4-19	II 402	2-1-23	"
403	"	320	1-18-19	II 400	3-3-22	S 1952
404	"	435	6-18-20	II 302	1-5-29	D 1952
405	"	436	7-23-21	----	----	"
425	1916	433	4-12-19	353	11-26-21	See Note
426	"	428	9-28-18	350	12-22-21	"
427	"	II 429	8-22-18	354	9-20-22	"
428	"	431	2-5-19	351	10-4-21	"
429	"	432	2-17-19	352	10-1-21	"
430	"	355	1-5-23	----	----	"

Note: After abandonment of rail passenger service as of Sept. 7, 1952, the following cars were retained by Bamberger at its North Salt Lake Shops: 322, 350, 351, 352, 353, 354, 355 and 434. Car 403 was sold to the Sons of the Utah Pioneers for exhibit as a relic at the Sugarhouse Pioneer Museum, and car 400 was sold and shipped to the Bay Area Electric Railroad Association.

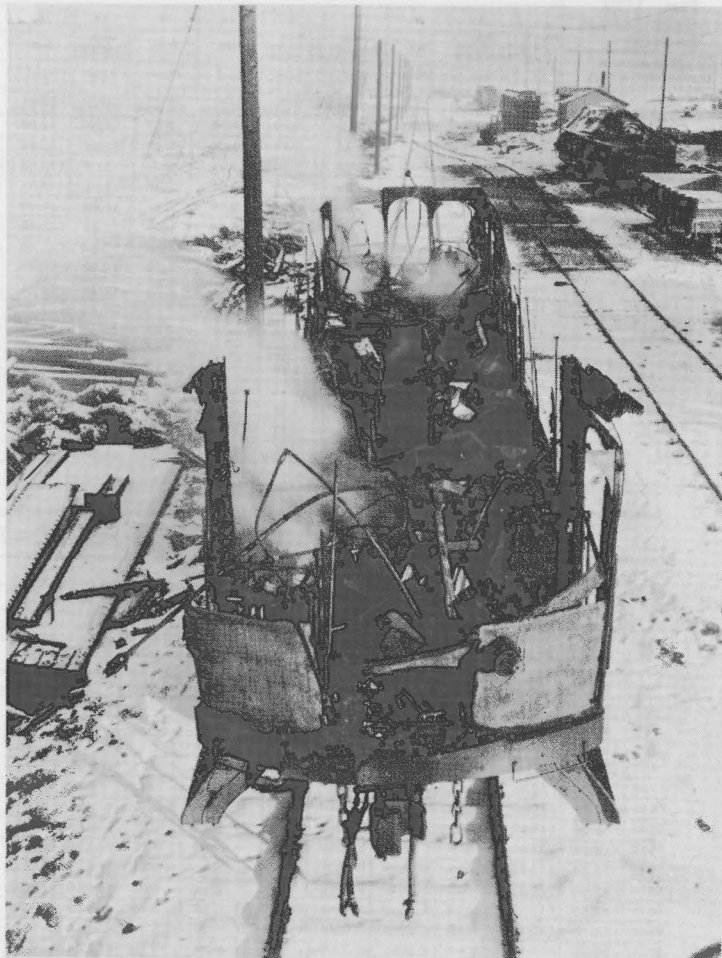
Note: Cars 450-452 and 125-129 were never renumbered.

BRAKES: All cars were equipped with Westinghouse AMM brakes except cars 125-129 which had GE straight air with MD-33 valve, also magnetic track brakes.

DOUBLE END CARS: The original motor cars had controls at both ends but normally operated baggage end first. After one-manning, only motor 322 remained double end, although 125-129 and 303 were equipped for operating from the rear end for switching moves only.

Abbreviations used above:

D: Dismantled
S: Sold
B: Burned



Here is motor 304 as it looked the morning after the Ogden car house fire (7 May 18). It was rebuilt into locomotive 525. Rebuilding set in motion by the fire was felt by all cars but 401. (Sainsbury)

125-129

These five highspeed, lightweight interurban cars were the only truly modern interurbans to operate in the western United States. They probably were the finest interurbans New York ever had, too---for they were built for the Ponda, Johnstown & Gloversville Railroad Company of Gloversville, New York.

Of the same breed as the Indiana and C&LE lightweights, the "Bullets" were good examples of the interurban car-building philosophy of the Thirties: one-man operation, extremely light weight, high balancing speed, and given the creature comforts required to enable them to compete with the private automobile.

Built by Brill in 1932, the Bullets were along the same lines as the larger, double-ended "Bullet" cars built by the same builder for the Philadelphia & Western Railway.

After the abandonment of the FJ&G, these excellent cars were returned to the builder; in 1939 they were purchased by Bamberger and were shipped west. They entered service at once, with the only alteration being the elimination of the lavatory and painting over the "Gloversville-Johnstown-Amsterdam-Schenectady" names on the belt rail.

Among their distinguishing features we may list: all necessary safety devices, pneumatic door control, indirect lights, forced air ventilation (air entered at floor level along the sides, passed over heaters and out via roof vents), leather air-cushioned seats, overhead baggage racks, magnetic track brakes, and field shunting which gave them a top speed of about 75 mph.

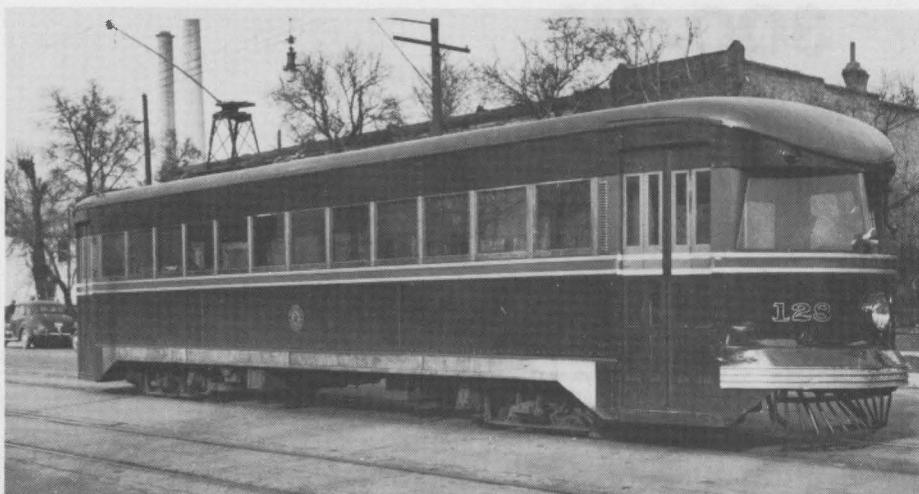
Their low seating capacity militated against them during World War II but with the dropping of patronage in the late Forties, the Bullets saw considerable use, especially on the one-hour "Flyer" schedules. At one time, Bamberger was interested in equipping the Bullets with MU controls and couplers which would undoubtedly have made them more useful.

After abandonment of rail passenger service an effort was made to sell the Bullets for continued rail use. Unsuccessful, Bamberger finally sold all five cars to the Utah Pickle Company, which uses them as living quarters in the fields for laborers.

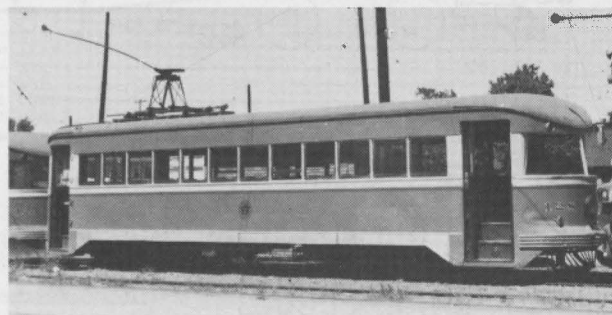
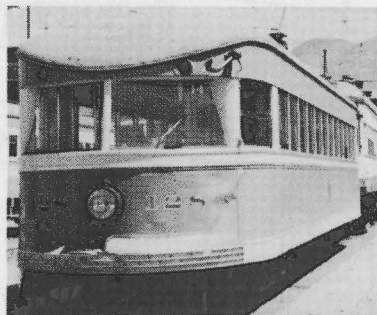
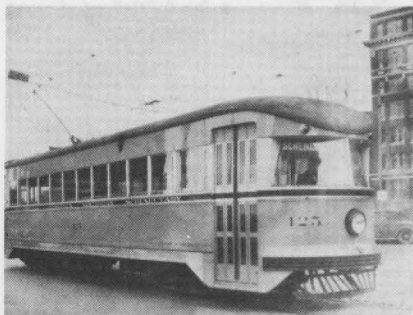
Sic transit gloria mundi!

GENERAL INFORMATION: Cars 125-129

Number of Cars:	Five	
Road Numbers:	125-129	
Builder & Date:	J. G. Brill Company, 1932	
Body Type:	Single end, passenger coach	
Length over all:	46'11"	Trucks: Brill 89E
Truck Centers:	26'0"	Wheels: 28"
Over body posts:	34'4"	Wheelbase: 6'0"
Height over roof:	10'6 1/2"	Seats: 54
Width over posts:	9'0"	Seat Width: 40"
Weight:	42,200 lbs.	Aisle Width: 24"
Motors:	Four GE 301	Control: K-75
Ratio:	24:55	
Color:	Orange & cream with black trimming.	



(Top) 128 at Salt Lake City in 1945 (BJ). (Above) 127 arriving at Salt Lake City; on private way between 1st West and 2nd West, 1942 (JS).



(Left) FJ&G 125 at Schenectady, 1938 (SM). (Center & Right) Two views of 128 at Ogden, 1950.

300-318

The 18 composite interurban motor cars of the Bamberger Railroad were constructed on two different orders, but were substantially identical. Cars 300-309 were built by Jewett in 1910, while 310-312 and 314-318 (there was never a 313) were by Niles in 1913. All were three-compartment (baggage, smoker, coach) in design, and all were equipped identically. Only in such minor details as design of steps were the Jewett and Niles cars to be distinguished one from another.

GENERAL INFORMATION:

Length over buffers:	56'0"	Ratio:	21:53
Length of car body:	44'11"	Wheels:	36"
Between seat centers:	33"	Lights:	60
Width over all:	9'0"	Heaters:	30
Length of seats:	37"	Sanders:	Air
Seating capacity:	56*	Pilots:	Two
Width of aisle:	21 1/2"	Ceiling:	Full Empire
Total weight:	82,000		
Weight of car body:	37,140		
Trucks:	Baldwin 78-30-A		
Brakes:	Westinghouse AMM		
Motors:	Four GE 205B		
Control:	GE C-36-C		
Underframe:	Steel		
Body:	Steel & wood		
Interior:	Mahogany		
Toilet:	Water flush		
Glass:	Plate & leaded art		
Seats:	Hale & Kilburn 199-EE leather		
Curtains:	Pantasote---Forsyth		
Couplers:	Janney		
Buffers:	Gould, spring		
Trap doors:	Edwards, steel		
Hand brakes:	2 Peacock		

* Hinged wood seat in baggage room increased seating capacity to 62.

The agreement between the purchaser and the builder called for Bamberger to supply all the electric power equipment and air brakes; the builder supplied the trucks and accessories, installed the power equipment and air brakes, and delivered the cars on track at car works for transportation in steam train to Ogden.

These cars were originally painted Pullman green with gold lettering and trim. The name "Salt Lake & Ogden Railway" was spelled out in full on the letterboard, and the slogan "Lagoon Route" appeared below the center windows. The car number appeared beneath each of the four end side windows and also beneath each left front window as one faced the car. Trucks and underbody detail were painted black.

The underframe was built entirely of steel and included 8-in. channel side sills and intermediate sills and channel crossings.



Cars 304 and 309 show original condition of Bamberger motor cars. The cars are passing on Lincoln Ave., Ogden, about 1915. (GK)

The baggage compartment was 11 ft. long and had sliding doors at each side. Two folding seats were along the side walls.

Seats were arranged as follows: the smoking compartment contained four reversible and four stationary seats; the main coach section had fifteen reversible and four stationary; the baggage compartment, two folding seats.

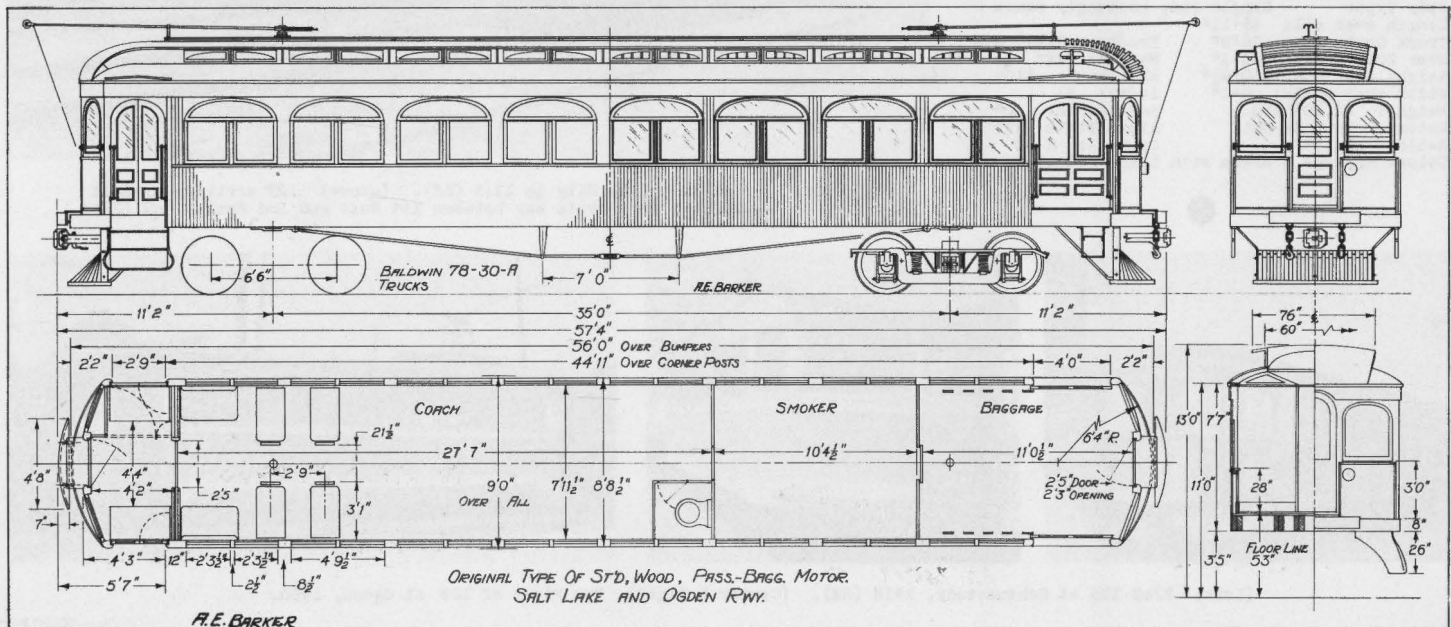
Although intended for single-end operation, all these cars had controls at rear end; these were mainly used in wyeing trains.

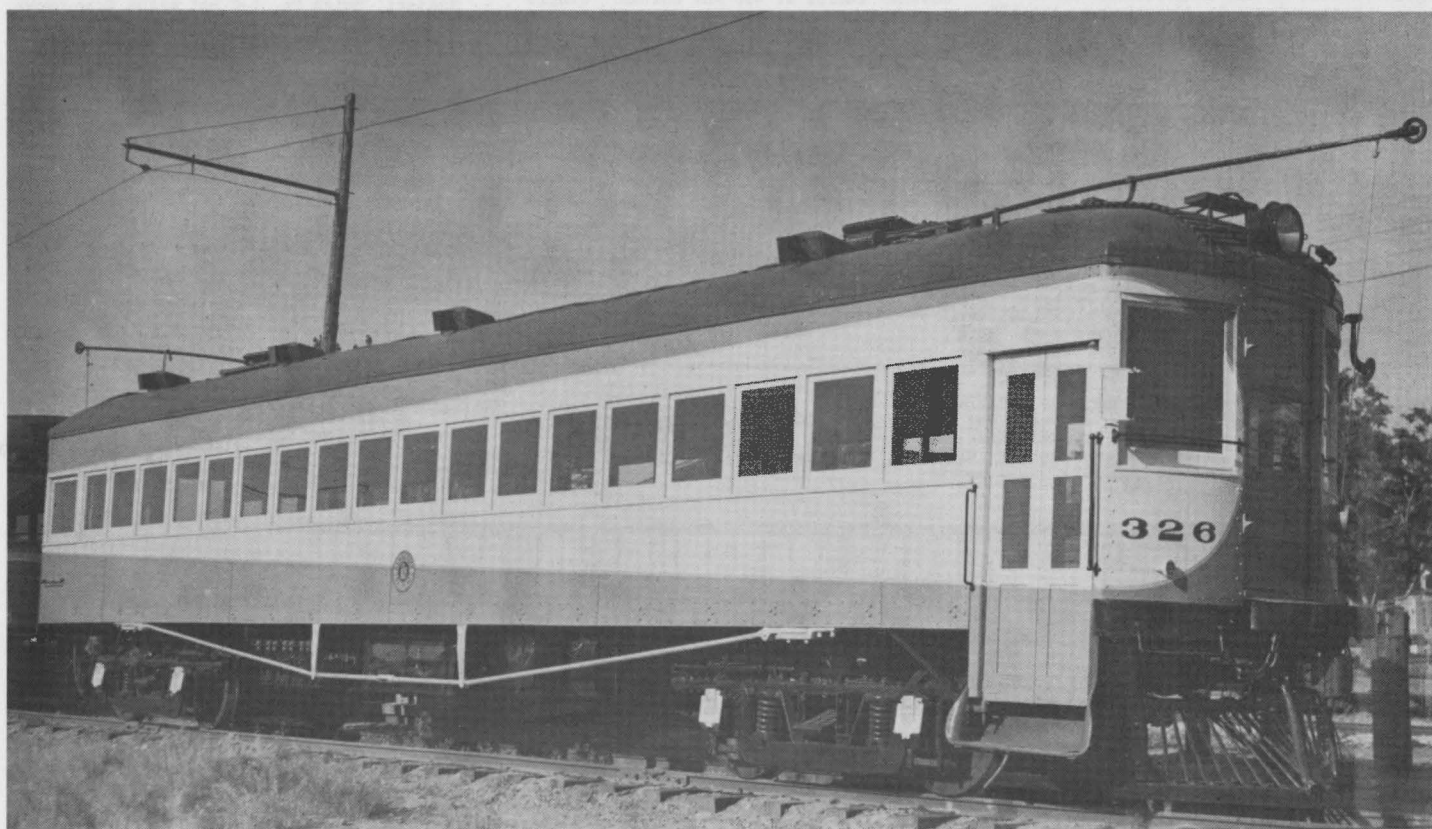
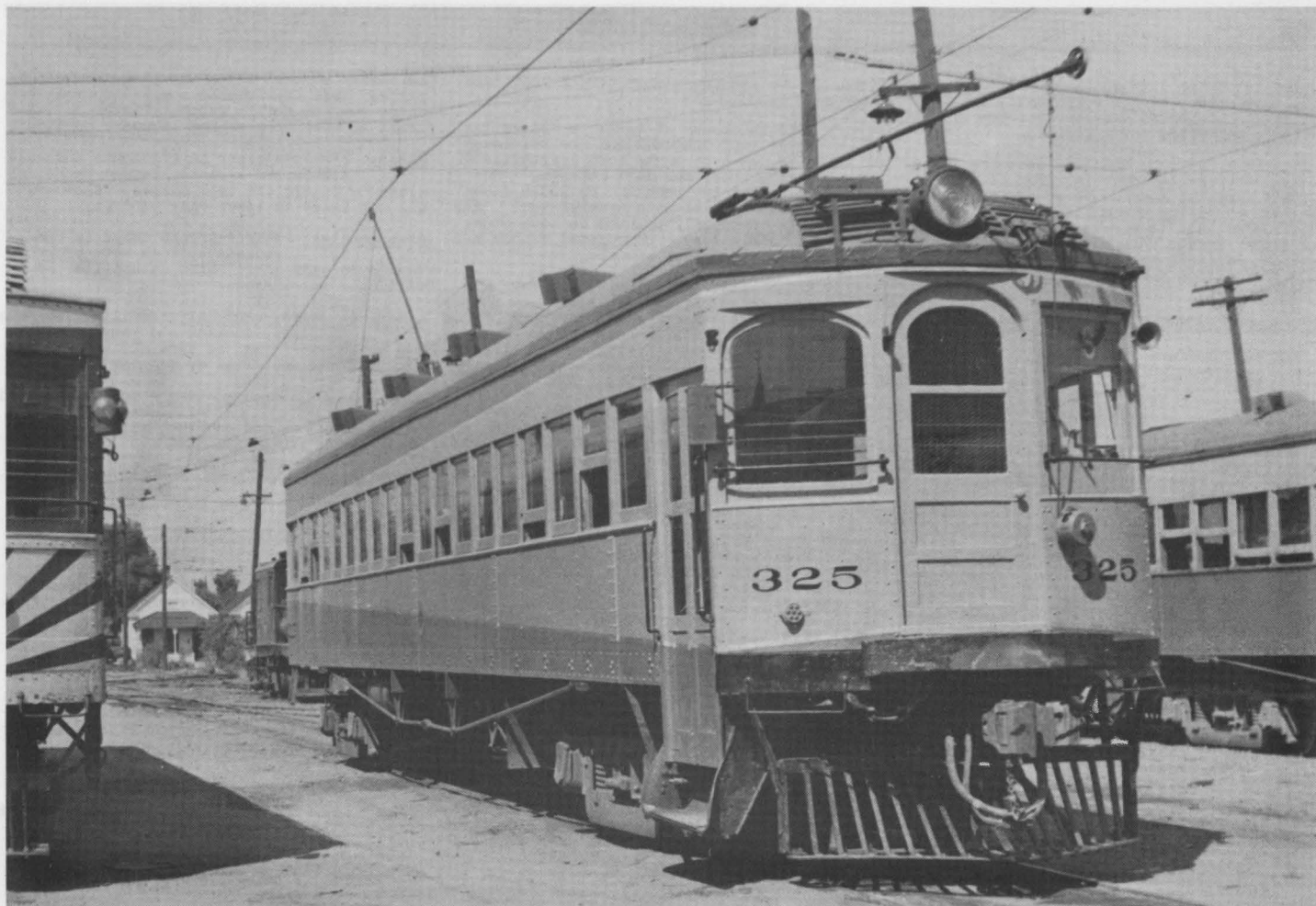
After the Ogden carhouse fire in 1918, the cars became quite jumbled; those rebuilt were renumbered, many trailers were motorized and renumbered, and some motors became locomotives and even trailers. For the history of these cars after 1918, please refer to the chart on another page containing the renumbering data.

For the record, Bamberger motor cars never operated on another line. Reason, of course, was that connecting interurban lines used 1500 volts pressure, compared with Bamberger's 750.

One-man operation began in 1927 and those of the original 300s which remained motor cars were rebuilt as follows: the former front end became the rear end with vestibule closed and additional seats installed. Dead-man control was added (a safety treadle installed on the air line in such a manner that continued pressure of operator's foot was necessary to prevent brakes from applying automatically), and the old baggage compartment became a rear smoking section. After one-manning, the cars received a bright yellow outside paint job. All this cost about \$800 per car.

The passing years witnessed other rebuilding: roofs were made into the arch type, steel sheathing covered sides, also upper sash, folding doors installed. On opposite page are shown 325 (at Ogden in 1942, JS) and 326 (in 1945, BJ).





The following data concerns the 56-foot steel underframe single compartment trailer coaches and is taken from a catalogue of the builder, the Niles Car & Mfg. Co.

For train service and long distance, high speed interurban traffic in which it is important that the service be equal to or better than competing steam lines. This car is so arranged that it may be quickly equipped for motor service when so desired and is especially designed to withstand a hot, dry climate for long periods and for the comfort of passengers.

GENERAL SPECIFICATIONS & DIMENSIONS:

Length over buffers	56'0"
Length over vestibules	55'2"
Length over end sills	45'6"
Length of vestibules	4'10"
Width over sheathing at sills	8'9½"
Width over all	9'0"
Width inside	7'11½"
Height, under sills to top of roof	9'7"
Height, from track to top of roof	13'0"
Distance between bolster centers	34'6½"
Wheel base of trucks	6'6"
Seating capacity	64
Length of seats	37"
Width of aisle	21½"
Weight of car body, about	30,000
Weight of trucks (motors)	20,500
Total weight as trailer, about	54,000

Bottom Frame: An all steel underframe is riveted together before any wooden parts are bolted to same and consists of two center sills of 8" 18 lb. I beams, two side sills of 8" 13½ lb. channels, two intermediate or platform sills at each end of 6" 10½ lb. channels extending from buffers to first cross sills beyond bolsters, two buffers of 8" 18½ lb. channels, two end sills of 6" 10½ lb. channels with 5" 9 lb. channels riveted on top with flanges upward, twelve cross sills of 6" 10½ lb. channels and six cross sills of 5" 9 lb. channels, all riveted together with two steel angles at each joint. Yellow pine side sills 4½" x 8" are bolted to outside of steel underframe. Wooden sills for floor and under ceiling are bolted to all steel cross sills and end sills. Oak buffers 2½" thick are secured to 2½" x 3½" steel angles riveted to all longitudinal steel sills. Bottom frame is supported on two 10" steel plate truss bolsters with riveted steel channel fillers and two 8" 18 lb. I needle

beams on two 1½" truss rods with 1 3/4" turn-buckles.

Floor: One thickness of 13/16" x 3¼" yellow pine laid diagonal and one thickness of 13/16" x 3¼" hard maple laid lengthwise of car with waterproof tar felt between. The bottom is ceiled 1½" beneath the under floor and this space packed with mineral wool. All flooring is thoroughly painted on both sides and edges before laid. Corrugated rubber mat 24" wide full length of aisle.

Body: Eight pairs of Pullman style twin windows on each side with alternate single and panel posts; sheathed outside with 3/4" x 2" poplar; inside truss bars 3/8" x 2", thoroughly braced beneath windows and with 5/8" vertical tie rod at each post; 30" sliding door in each end bulkhead.

Roof: Monitor deck type, extending over vestibules, with 3/8" x 1½" concealed steel rafters; 9/16" cypress roofing covered with No. 8 duck laid in white lead, copper flashing and thoroughly painted.

Vestibules: Each end has enclosed vestibule with 34" double folding door, triple steps with malleable iron hangers, wooden treads covered with knob rubber. Swing door for train passage in center of end.

Interior Finish: Solid mahogany with double Gothic sashes; window heads with same curvature as on outside; main panels with inlaid borders of colored woods. Full Empire ceiling of agasote painted green with gold decorations, and broad mahogany inlaid panels separating vaulted sections. Trimmings of polished bronze; 14 rod bottom parcel racks.

Seats: 28 Hale & Kilburn's No. 199-EE steel slats with reversible backs, bronze grab handles, upholstered with dark green leather, spring edge cushions, automatic foot rests and mahogany aisle arm rests; also 4 longitudinal corner seats with stationary backs. One corner seat removable for heater in winter.

Windows: Lower side sashes fitted with Edwards' bevel lock and ratchet on each side with spring rollers at top and weather strips at top and bottom. Single drop sashes in vestibule end windows. Pantasote curtains with Forsyth No. 88 fixtures in casings below Gothic sashes. Double Goth-

ic sashes between which the lower sashes raise. Twin deck sashes semi-elliptical in shape hung on Hart's ratchet fixtures. End doors to have drop sashes in upper portions.

Glass: ½" plate glass in all doors and vestibule end sashes; leaded cathedral glass in Gothic and deck sashes; selected DSA car glass in lower side windows.

Grab Handles: 1-1/8" bronze tubes in bronze sockets on each side of each vestibule side door; also on outside of vestibule end windows.

Lighting: Wire, conduits, couplings, switches fuses, sockets and lamp brackets for 60 16 c.p. lamps on separate bases are supplied and installed by Builder.

Draw Bars & Couplers: Each end of car fitted with automatic M.C.B. radial draw bar and coupler, with air and electric couplings attached.

Miscellaneous Fittings: Emergency tools in glass case, one dry chemical fire extinguisher, corner brackets for signal lamps, 2 conductor's bells and fittings and vestibule window guards, are supplied and installed by Builder.

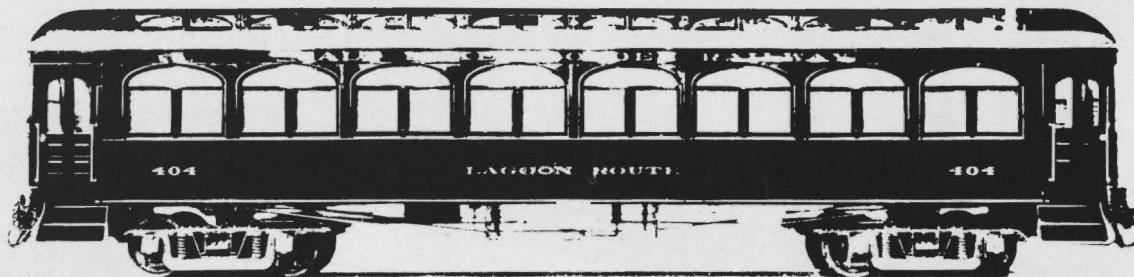
Painting: Color, lettering, numbers and striping as directed by Purchaser.

Hand Brakes: Supplied by Purchaser and may be installed by Builder at extra charge for same.

Electric Power Equipment: Train cable and power wiring supplied by Purchaser and may be installed by Builder at extra charge for same.

Trucks: Baldwin Class 78-30-A with standard 36" M.C.B. section forged-rolled steel wheels on 5½" hammered steel axles with 5" x 9" journals and prepared for any motors specified by Purchaser so cars may be used for motor service when desired, are supplied by Builder. If cars can be delivered on track on their own wheels, the bodies should be mounted on trucks at Car Works; otherwise by Purchaser at destination.

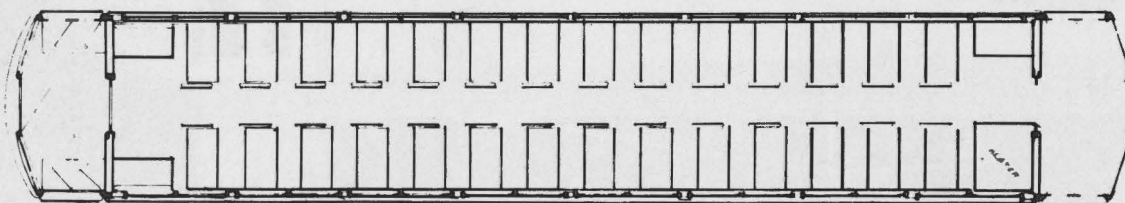
Heater: Smith No. 1-C hot water type occupying the space of one corner seat and removable in summer.



History: Of the six trailers, only one (401) stayed in original condition. 400, 404 and 405 were rebuilt with arch roofs and blocked upper sash and renumbered 434, 435 and 436 respectively (435 motorized in 1929 and renumbered 302). 403 became motor 320 and later trailer 400.

400-405

Photos: On opposite page are shown two types of trailers. At top is the 401, the only "pure" trailer down through the years; it is at Salt Lake Terminal on 8-23-42 (JS). Below is 403 at Farmington in 1945 (BJ); it was originally a motor (305) and old baggage end is at the left.



While not as clear as could be desired, the above photostat gives an idea of the BRR 400 Class as built. Note: no controls.

For photo of modernized trailer, see page

INTERURBANS



350-355

These six big cars, the work horses of the company, began life as open trailer cars. In 1916, SL&O decided to free a good share of its rolling stock from the obligations of the Lagoon resort traffic by purchasing six large open trailers which were to be used exclusively for Lagoon traffic.

The trailers were able to seat 80 people. Their dimensions: 61'6½" long, 9'6" wide, 12'7" high with a weight of 56,000 lbs. The body framing was entirely of steel, posts were of composite construction, with T-iron and wood fillers, and letterboards were of steel. A wood roof of the arch type had a canvas covering, while the floor was of wood, double thickness. Seats were the H&K 300A wood slat type, while vestibules were enclosed and had a train door for MU operation. The trailers had both the seven-wire GE and the eleven-wire Westinghouse control cable so they could operate in trains with SL&O cars (GE) or SL&U and/or UTC (Westinghouse). On several occasions the trailers were rented by the two connecting lines. The trailers had a heavy steel underframe; the center sill was of 8-inch I-beam, 18 lb. per foot, while the side sills were of 8-in. channel bars. Truck centers were 39'2", and had Baldwin 78-30 trucks with 36" steel wheels. The cars were built by the Jewett Car Company and were numbered originally 425-430.

All six trailers were present in the Ogden car house fire in 1918 but their high steel content minimized the damage. Rebuilding was commenced immediately and took the form of three distinct steps. First three trailers were rebuilt into the same type car as when delivered. The remaining three emerged as closed trailers; war time restrictions on the procurement of steel caused Mr. Bamberger to strip the steel lining from a flume at one of his mines---causing the odd ridge midway down the sides of the cars. So pleased was the company with these that the first three were called back and similarly enclosed. The final step was to be expected---all six were motorized and thus was born the very successful 350-355 Class.

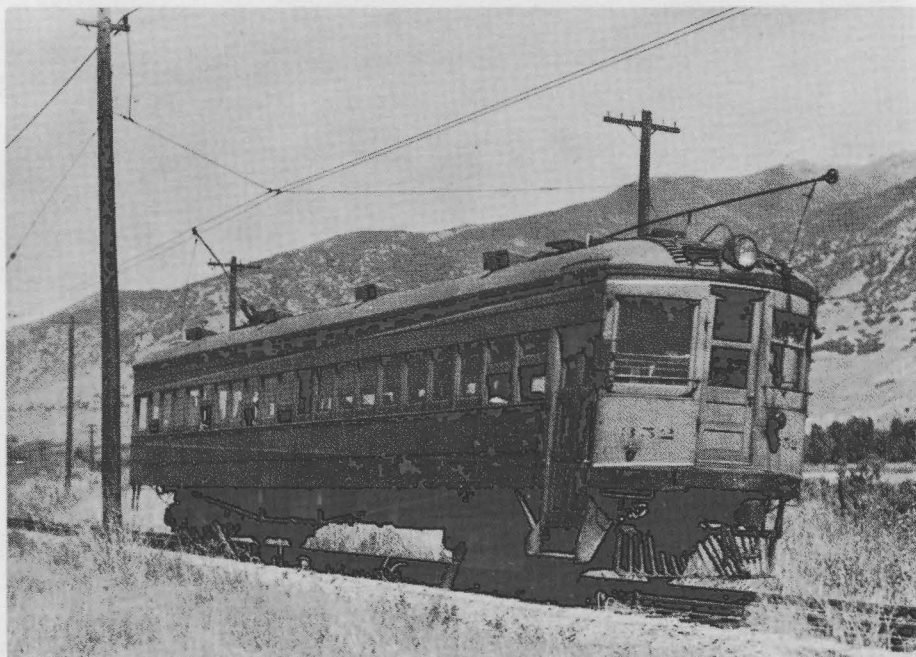
As motor cars, the 350 Class saw perhaps more intensive utilization than any other of Bamberger's car classes, due to their great seating capacity. In 1927 they were rebuilt for one-man operation, boosting capacity to 84 seats. Later, 350 had a partition built to provide a smoking section, cutting it to 76; 351 was given a baggage compartment and thereafter it seated but 64. As motor cars, the weights increased to an average of about 86,000 lbs. Motors were GE 205Bs, and ratio was 21:53, enabling the 350s to work MU with 300 Class motors. PC-101-A control was installed at time of motorization.

To relieve the small Bullet cars (125-129) of the "Flyer" schedules, the 350s were modernized in 1946. This included tubular-frame modern seats, bullseye lights, high-speed gears which increased their top speed to approximately 73 mph.

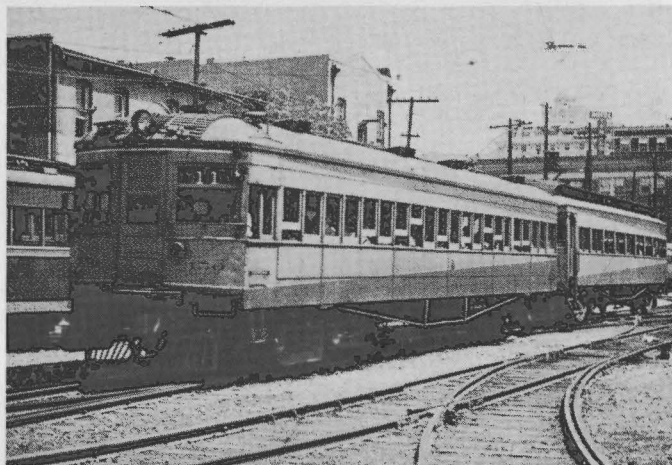
After rail passenger service abandonment, the six 350s were demotorized and retained, ostensibly for service behind diesels to Lagoon. This never materialized, the cars now awaiting disposal at North Salt Lake.

GENERAL SPECIFICATIONS, CARS 350-355:

Builder & Date:	Jewett Car Company, 1916
Rebuilt by:	Bamberger, 1918-1923
Length:	61'7"
Width:	9'6"
Height:	13'0"
Weight:	83,500 to 87,400 lbs.
Seats:	84 (350: 76; 351: 64)
Gear Ratio:	24:50
Motors:	Four GE 205B (110 hp)
Trucks:	Baldwin 78-30
Wheels:	36" steel
Control:	GE PC-101-A



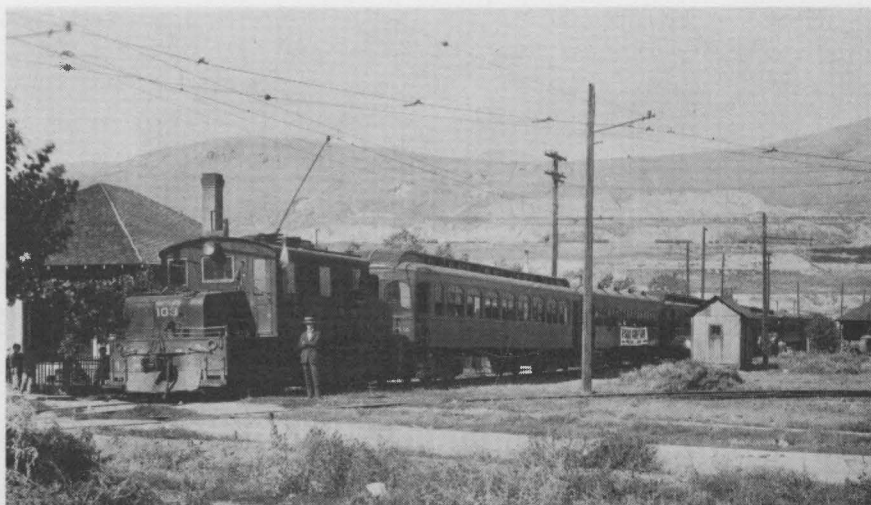
(Above) It took a 1/1000 sec. exposure to stop car 452 in 1945. It was doing better than 60. (BJ)



(Right) 350 & 404 leave Salt Lake City as the noon train, August 1947. (KD)



(Right) 355 and trailer roll down Third West Street in 1943. (JS)

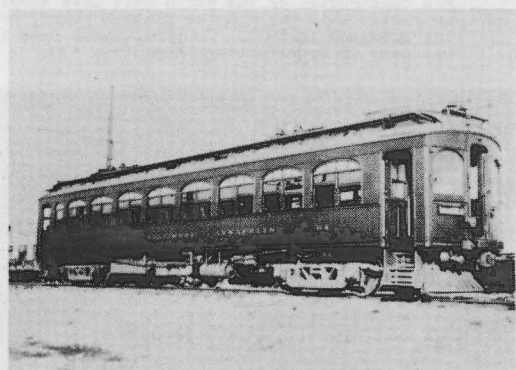


SALT LAKE & OGDEN RAILWAY COMPANY		CONDUCTOR'S CHECK	
EMPLOYEE'S PASS		NOT GOOD FOR PASSAGE.	
Good for One Continuous Passage for named on front cover only. Good for stations between which pass is honored.		UTAH ELECTRIC INTERURBANS.	
Form E 60	Void if Detached	1000 MILE TICKET.	
No. <i>1000</i>	<i>Wm. B. Smith</i>		
SALT LAKE & OGDEN RAILWAY COMPANY			
EMPLOYEE'S PASS			
Good for One Continuous Passage for named on front cover only. Good for stations between which pass is honored.			
Form E 60	Void if Detached		
No. <i>1000</i>	<i>Wm. B. Smith</i>		

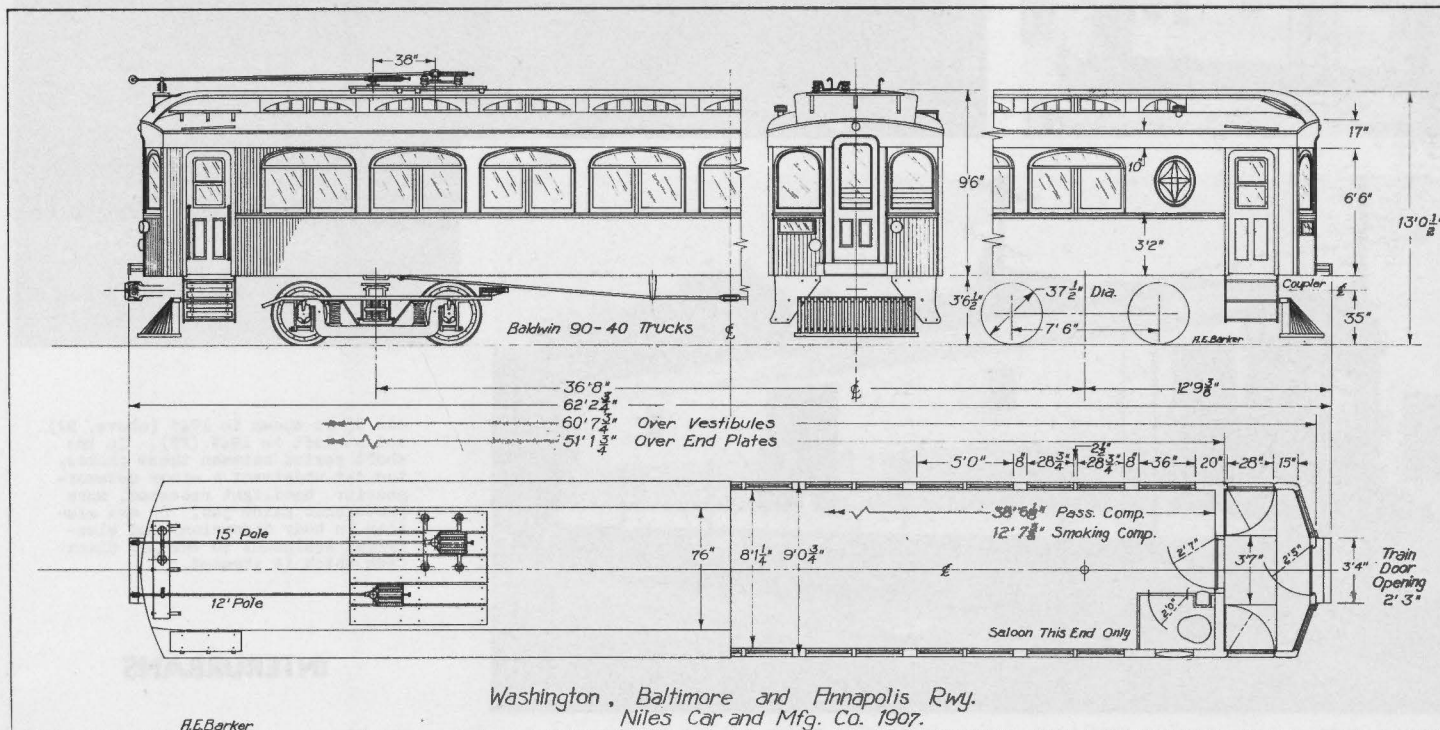
Cars 450-452 were three of the nineteen famous Washington, Baltimore & Annapolis Electric Railroad's "Electric Pullmans" which averaged 66 mph over the interurban portion of their runs between those cities. Numbered 50-68 on the WB&A, the big cars operated on 6600 volts AC between cities and on 500-600 volts DC in cities. In 1910 WB&A converted to 1200 volts DC and it was felt desirable to dispose of these big cars. Some went to the Rock Island Southern (Illinois), while Bamberger purchased three and made trailers out of them.

450-452 harmonized well with the 300 and 400 Classes, for they were built by Miles, with that builder's double-arch windows, monitor deck roof and generally graceful lines. Bamberger modified them slightly, changing steps and applying a full-width buffer. They saw intensive use, perhaps due to their high seating capacity (68).

451 was scrapped in 1918 due to fire damage in the Ogden carhouse fire; 450 & 452 were scrapped December 31, 1937.



(Top) 450 & two others at Farmington, September 3, 1918. (Sainsbury)
(Above) W&A I 64 at Naval Academy Junction, July 23, 1908. (LOK)
(Top Right) SL&U 103 hauling 452 and seven more trailers at Magna. (GK)

[illegible]

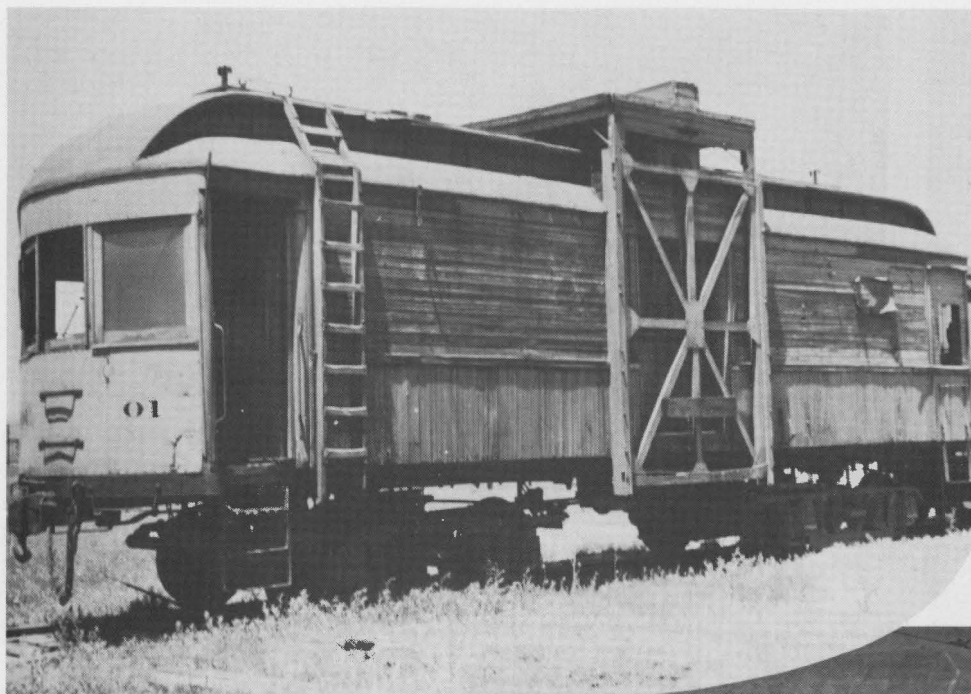
LINE CARS

Bamberger had but two line cars during all its years as an electric railway. Both were home-built.

The first line car was numbered 529. Its origin cannot be ascertained from existing company records, but veteran employees claim it was built by the SL&O. As of August 31, 1913, it was carried on the books---and we may be safe in assuming it was built about that time. On January 13, 1928, the 529 was renumbered 01. It was taken out of service in 1934 and scrapped in 1937.

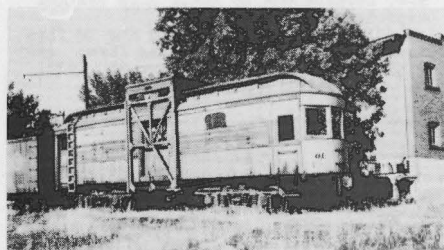
Replacing the 01 in 1937 came the second line car, the 05. 05 began as passenger car 306 in 1910. After the Ogden fire it became express (box motor) car 200 in 1920. On July 28, 1937, it was released for service as line car 05. With its steel body, hydraulic-lift platform and high speed gearing, it was one of the finest line cars in the west. Car 05 was scrapped in 1952.

Car 205: A steel baggage motor, numbered 205, was constructed by the North Salt Lake shops in 1921. This car ran for sixteen years, being scrapped in 1937. In 1939, steel from it was used in constructing locomotive 530.

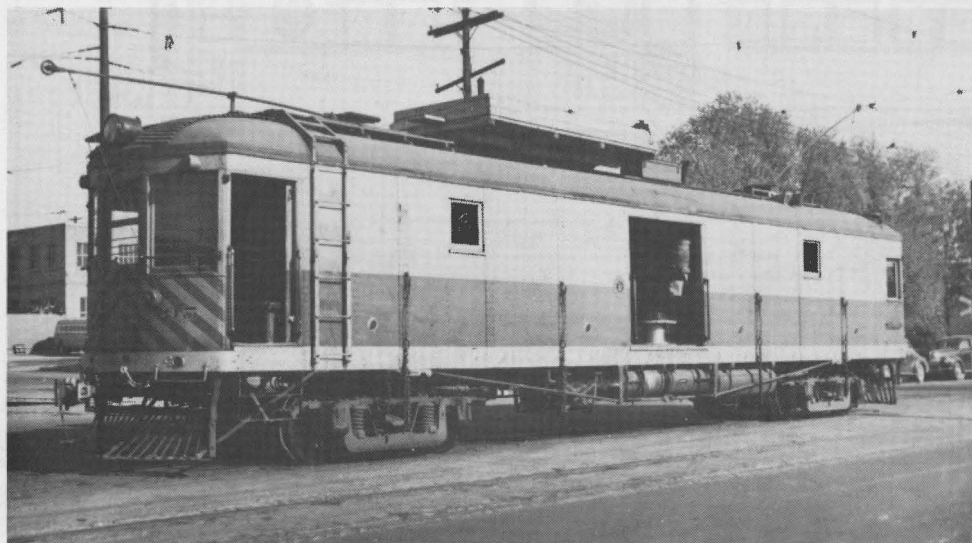


Car 01 (above) weighed about 40,000 lbs. and had two GE 205B motors and Baldwin 78-30 trucks, 36" wheels. Its body lines suggest the possibility that it might have been a steam coach before electrification of the SL&O. Photo by JS in 1942.

(Below) Another view of 01. (FF)



Car 05 is shown in 1945 (above, BJ) and at left in 1947 (FF). In the short period between these photos, the car underwent a minor metamorphosis: headlight recessed, more photogenic paint job. 05 was similar in body dimensions and electrical equipment to the 300 Class from which it stemmed.



INTERURBANS

LOCOMOTIVES

The Bamberger fleet of electric locomotives was headed by the four Baldwin-Westinghouse 50-ton motors: 551, 550, 502, 503. Although constructed many years apart, these were very much the same. Next in importance came the 530---geared high and quite long---525 and 526, and finally 528 and 527, the latter being the old "A" and later the 27.

502: Built 1912 for Inland Empire's 600-volt line from Spokane to Coeur d'Alene. One of the first of Baldwin-Westinghouse's steeple cab type. Sold to Bamberger by Great Northern when the SC&P went diesel.

503: Built 1906 with B-W's original box cab type body. Also acquired from SC&P. These two kept their SC&P numbers.

525, Built after the Ogden fire from burned passenger motors 304 and 308. The GE body design (introduced by 528, 1913) was followed. 525 and 526 were able to run MU.

527: Originally "A", then 27, finally 527. Rebuilt to resemble 528.

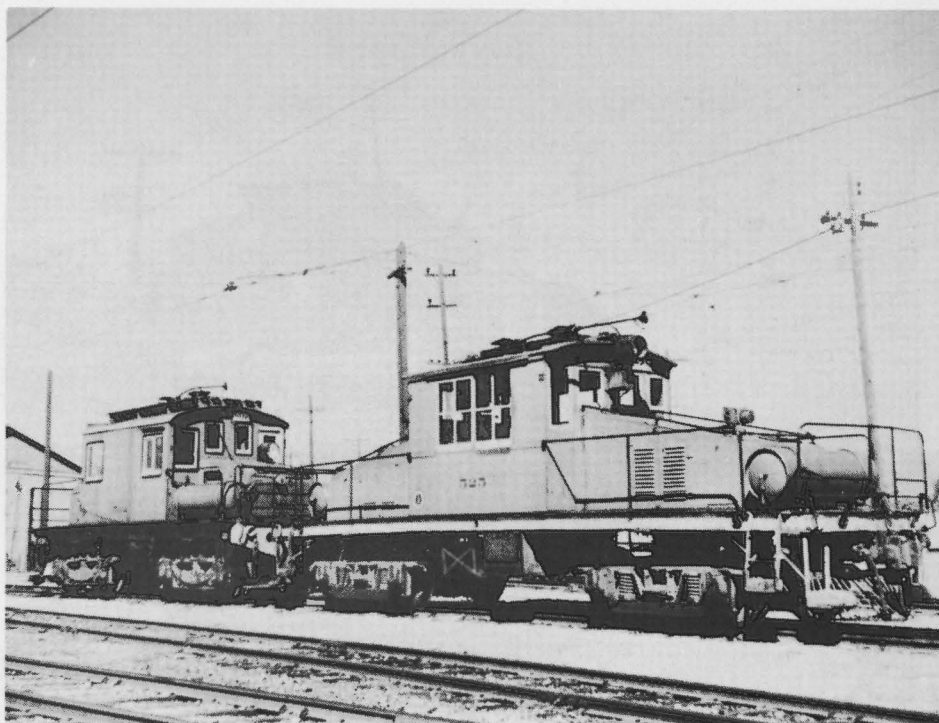
528: SL&O assembled this motor at Ogden; the body came from GE, trucks from Baldwin. This, plus 527, eliminated practically all steam power from SL&O. Originally numbered 28.

530: Largest and newest of the home-built locomotives. It was built of second-hand material: steel from express car 205, electrical equipment from II 300. Its high gearing enabled it to haul passenger trains.

550: Acquired 1941 from the San Diego Electric Railway (ex-SDE 1025).

551: Acquired 1941 from Milwaukee system of Wisconsin Power & Light (ex-WPL 1000).

All Bamberger electric locomotives were scrapped in 1952 after dieselization of BRR.



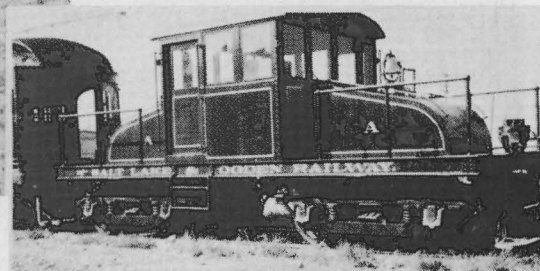
No.	Builder	Date	Weight	Length	Width	Height	Motors	Ratio	Control	Total HP
502	Baldwin	1912	103,500	32'4"	10'0"	11'10"	W. 337	17:60	W. HL	725
503	"	1906	107,300	32'8"	"	11'9"	"	"	"	"
525	Bamberg.	1920	82,540	39'9"	8'6"	12'6"	GE 205B	16:72	GE M	450
526	"	1919	85,100	"	"	"	GE 207A	"	"	560
527	McG-C	1911	76,640	32'5"	9'2"	12'8"	GE 205B	15:58	C-36-C	450
528	GE	1913	78,460	33'0"	8'6"	12'6"	"	"	"	"
529	(See Line Cars)									
530	Bamberg.	1939	87,400	42'0"	9'5"	13'0"	GE 205B	21:53	C-74-A	450
550	Baldwin	1923	100,000	32'4"	9'9"	12'2"	W 562D5	17:60	W. HLF	725
551	"	1929	98,800	"	"	"	"	"	"	"



Above is shown locomotive 503, the only box-cab motor on Bamberger. Although mechanically very similar to the 502, 503 was not liked by Bamberger crews (possibly due to its unconventional cab) and saw considerably less use. (FF)

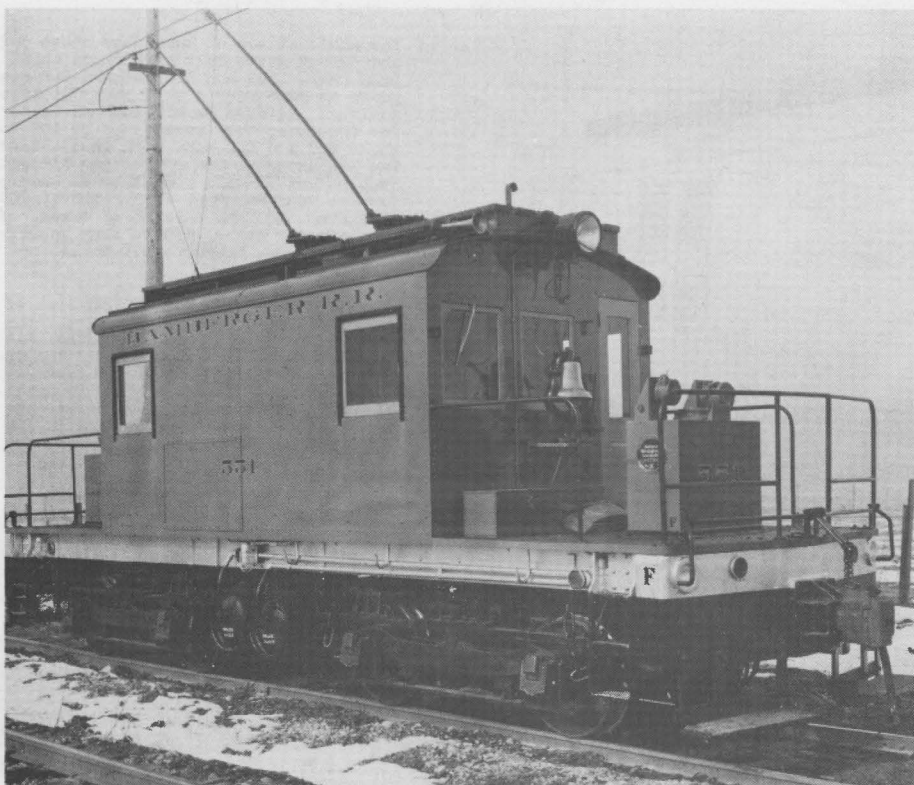
The photo at top of this page shows 502 and 525 at North Salt Lake Shops about 1946 (FF). 525 and 526 reigned for some years as Bamberger's most powerful locomotives. Between Farmington and Sidney, for instance, they were rated at 600 tons while 527 and 528 were held to 450 tons; The 1941 acquisition of Baldwin locomotives pushed 525-526 back into second spot for the four Baldwins were rated at 700 tons over the same stretch of track. It was left for diesel 570 to show up all the electrics, however; 570 walked off with 1150 tons!

Directly below is a rare photograph of SL&O's first electric locomotive, the "A", at the time it was delivered. "A" suffered considerable damage in the Ogden Barn fire in 1918 and was rebuilt along GE locomotive lines and renumbered 527. All BRR-built locomotives had typical GE appearance. Compare in the top photo the Westinghouse design, 502, at left, the GE design, 525, at right.





Bamberger's most modern electric locomotives were the 550 (above) and the 551 (below). Both were built by Baldwin Locomotive Works in collaboration with Westinghouse—the 550 in 1923, the 551 in 1929. 550 originally was #1025 of the San Diego Electric Railway, while 551 was #1000 of the Wisconsin Light & Power Company which used it at Milwaukee. Both locomotives were purchased by Bamberger in 1941. Despite certain differences in cabs, these engines were virtually identical mechanically. In the photo above, 550 is shown pulling a cut of cars out of the Salt Lake Terminal Freight Depot on First West St. near Third South; below, 551 is seen at the North Salt Lake Shops of Bamberger. Bamberger frequently used both trolleys on locomotives; this reduced wear on trolley wire, equalized current consumption when under double trolley wire, cut down arcing, and eliminated most rough handling of trains caused by dewirements.



FREIGHT

The old Great Salt Lake & Hot Springs Railway got into the freight business by hauling lime rock; from this humble beginning developed today's large Bamberger freight business.

With the opening of the SL&U and the UIC a coordinated freight service was established from Payson to Preston. Each of the "big three" owned freight cars which were freely interchanged between the interurbans.

A large freight terminal was installed in Salt Lake City on First West St., while a portion of the Ogden Terminal yards was devoted exclusively to freight. The interurbans worked well with each other, serving a two hundred mile belt up through the heart of Utah's most fertile countryside.

The history of BRR's participation in all Pacific Coast, Western Trunk Line and Transcontinental freight tariffs applying to and from all its stations is interesting; for this history, we turn to Julian Bamberger:

"Prior to World War I, in addition to local freight rates on the railroad, we were participating carriers from the Pacific Coast in connection with the Western Pacific Railroad; we also participated in coal rates from the Rock Springs area, cement from Devil's Slide, and cement from Brigham City, in addition to coal rates from Utah coal mines. Soon after rates were effective from the Pacific Coast in connection with the WP, similar rates were made effective to and from the same territory in connection with the Southern Pacific via Ogden.

"During World War I, under the Railroad Administration, we were successful in arranging for transcontinental rates to and from destinations on BRR in connection with the Denver & Rio Grande Western. In order to meet the D&RGW's competition in transcontinental freight, the Union Pacific finally agreed to similar transcontinental rates in connection with our line through Ogden; the major share of these rates in connection with the UP were made effective in 1923.

"During World War II we were a participating carrier when government traffic was stored in transit at Arsenal or Hill Field for a final destination at Pacific Coast ports for trans-shipment."

BRR does not own many freight cars, for its freight business consists mainly of hauling off-line cars. BRR's own cars are:

Box: 700, 725-728: 40' long, 9' wide, 13'6" high, 40 tons.
800-801: 50' long, 9' wide, 13'6" high, 50 ton capacity.
Gondola: 12003, 12008, 12009, 12014 & 12017; 31'5" long, 7'9" wide, 10' high, 30 ton capacity.
Flat: 16004-16007: 40'3" long, 9'4" wide, 4'4" high, 30 tons.

Perhaps the main selling point BRR offers industrialists to locate on its line in Salt Lake City is the fact that BRR's freights approach the heart of the city, running on First West St., but two blocks west of the main thoroughfare. This unique advantage over steam roads is widely publicized and has resulted in many large plants having been built on BRR trackage. Thus a business combines offices and warehouse in one structure located just a block from the main street, with freight cars entering the building from the rear.

Prior to 1914, all BRR freight was hauled by steam. With the delivery of electric locomotive "A", built by McGuire-Cummings Car Company that year, the monopoly held by steam power was broken. This first electric locomotive was of the steel, steeple-cab type and it created quite a sensation when exhibited to the public. In its first run, it met the work train at Orchard Gravel Pit; engine "A" backed into the siding, coupled on, and in the words of an excited and impressed brakeman: "Pulled the whole train right out!"

BRR, SL&U and UIC agreed on the following rental scale for equipment: motor cars, 6¢ per mile; passenger trailers, 3¢ per mile; locomotives, 5¢ per mile or \$15 per day; freight cars, standard per diem. This was the revision of the original agreement of 1915: passenger motors, \$10 per day; passenger trailers, \$5 per day; small trailers, \$2 per day; locomotives, \$15 per day.

Shortly thereafter, electric engine 528 was purchased and the steam locos were virtually retired. Using 528 as a model, Bamberger shops built the 525 and 526 after the Ogden fire. Juice hogs reigned supreme until the advent of the first diesel (the 570) in 1943.

Today this railroad handles such a widely diversified list of products that its business fluctuates in direct relation to the major railroads of the area. From the humble beginning hauling lime rock, the Bamberger Railroad today hauls brick, farm produce, groceries, autos, oil, gasoline, coal, lumber, cement and almost every conceivable item used in modern life.

Located as it is in the heart of one of the nation's most fertile areas, it is not surprising that Bamberger Railroad hauls much farm produce. The company handles about 80% of the perishable fruit and vegetable business of Salt Lake City and serves two of the three wholesale grocery plants. The important Growers' Market moved away from the steam lines and onto Bamberger trackage; it has many spur tracks and Bamberger looks upon it as one of its most important customers. Several large packing houses are found on the line at Bountiful, Cozydale, Layton.

Through its interchange privileges, the company can route freight eastward over the Union Pacific and the Denver & Rio Grande Western—and westward over the Southern Pacific and the Western Pacific; this it does, and manages to stay friends with all of them. Both WP (northbound) and SP (southbound) use Bamberger between Salt Lake City and Ogden. Daily Bamberger receives three cars of LCL freight from San Francisco via SP; these are whisked to Salt Lake City for third morning delivery.

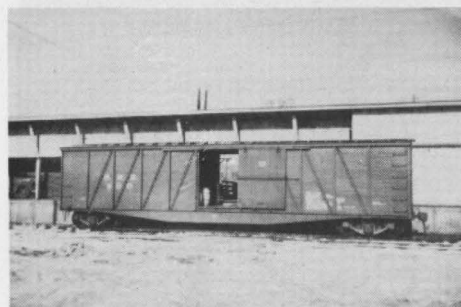
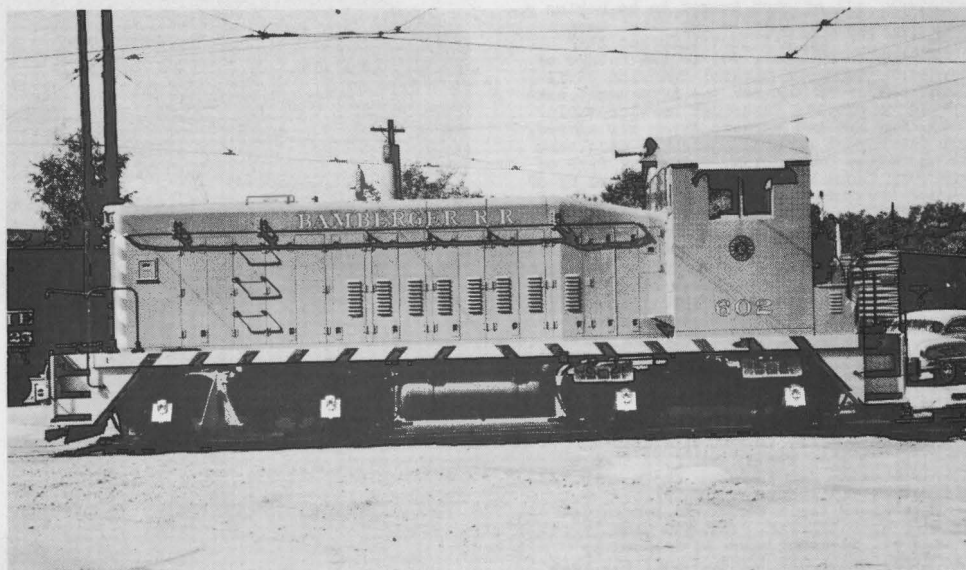
In 1943 Bamberger got its first taste of diesel-electric operation when it received a 1000-hp. road-switcher from American Locomotive-General Electric. This engine, No. 570, worked out so well that the company decided to go over to diesels 100% after it abandoned its rail passenger service in September, 1952. Two 800-hp. switchers were purchased from General Motors, and the 570 was sent to GM's La Grange, Illinois, plant for rebuilding; it returned with a new GM 1200-hp. engine under its hood and today is the mainstay of Bamberger's freight service.

So the passing years have revealed that Simon Bamberger's easy curves and grades are keeping his railroad in business long after its companion-interurbans are gone. Although trolley wire is down, Bamberger's freights still move behind electric locomotives—the diesel variety, that is.

PHOTOS: At the top is seen motor 530, the longest electric engine on the system. Built from the steel of car 205 and the electrical equipment from II 300 (307), the 530 was used in both freight and passenger service (Ogden Arsenal train in World War II).

At center is seen diesel 602 shortly after it entered service in August, 1952; it and its twin, the 601, enabled trolley wire to be removed and all freight trains to be hauled by diesels.

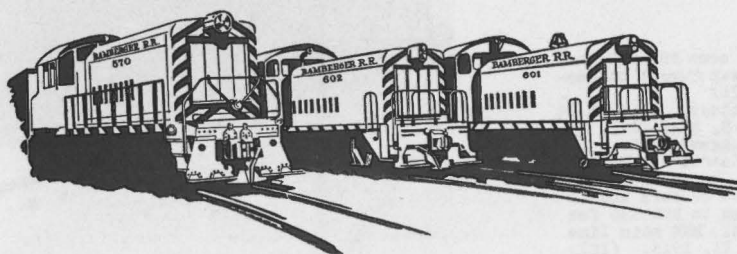
At bottom is seen an example of current advertising of Bamberger Railroad (1954).



Bamberger's small fleet of freight cars includes box car 800, shown here.

3 GOOD REASONS FOR

BAMBERGER RAILROAD'S
FAST EFFICIENT FREIGHT SERVICE



SALT LAKE PHONES
General Offices — 3-8895
Freight Depot — 3-8891

OGDEN PHONE
Freight Depot — 4-5749



OGDEN ARSENAL TRAIN

The United States Government facilities at Ogden Arsenal and Hill Field were so large that their efficient operation was only achieved by the construction and the operation by the Government of railways within the establishments, operated by diesel power.

Arsenal and Hill Field are served exclusively by BRR, and certain joint tracks are operated by the connecting carriers. On such joint track, BRR trains have preference.

During World War II, considerable troop train and freight business was jointly moved. To protect its share of this business, BRR purchased a 1000-hp Alco diesel which it numbered 570. Due to its method of propulsion, the 570 was able to operate up inside the reservations away from the BRR trolley wire; however, it was equipped with trolleys to actuate signals. One of the BRR motormen described his initial encounter with the 570 as follows:

"It was a dark night and I had orders to go into a siding for some special train, I knew not what. Soon I heard a sound quite similar to a Flying Fortress which were in the air at all times. This sound steadily grew louder, until I began to have visions of an interurban-B17 crash. Suddenly, around a bend in the track swept a bright headlight, followed by a long string of brilliantly lighted Pullmans. This unusual sight, on our railroad which had up until this moment operated nothing longer than four-car trains, filled me with amazement. In an instant the heavy train was upon us, the roar of its locomotive shaking every window. Past us it sped and it must have been doing sixty for sure. The ten-or-so Pullmans were jam-packed with soldiers, all of whom seemed to be having a wonderful ride. This was my first meet with the 570 and I'll never forget it!"

The Ogden Arsenal, due to the nature of its work, employed several thousand civilians. Early in the war the Government asked BRR to operate passenger service exclusively for Arsenal workers which was agreed. The Government secured passenger cars thru the Maritime Commission, obtaining five of the very large cars formerly operated by SP on its electric lines in Oakland. Four of these were coaches and one was a passenger-baggage combo. All had previously had motors removed and were dependant upon outside power for propulsion, illumination and heat.

Heat was obtained by installing two coal stoves in each car. Illumination was provided by placing a gas generator in the combo with jumpers to other cars. Propulsion had to come from BRR cars and locomotives. The coaches seated 106 and were renumbered (from the SP 350 series) to 102-105; the combo became 8036. Late in the war the Arsenal shops, which maintained these cars, installed electric heaters, renewed seats, and gave them a complete paint job (Pullman green with white trim and orange insignia).

This ex-SP train varied in length depending upon traffic. BRR 530 usually hauled it, although when it dropped to two cars, motor 322 (double-end) was able to take over.

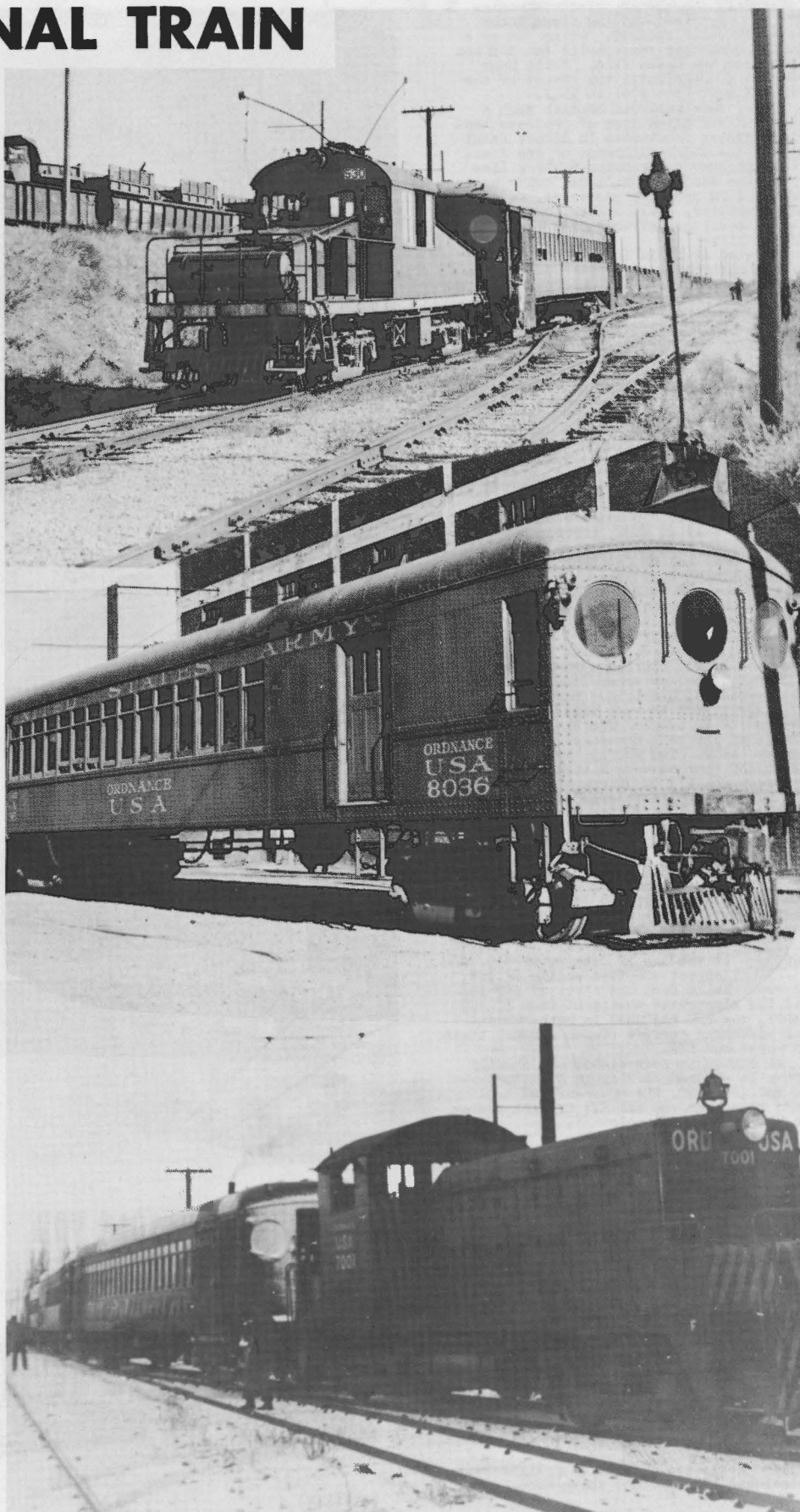
Also used in Arsenal service for short periods were Saltair open trailers and a string of six ex-New York Westchester & Boston 90-seat cars.

The Arsenal train continued to operate after BRR abandoned its own rail passenger service. Not until October 24, 1952 did the final Arsenal train run.

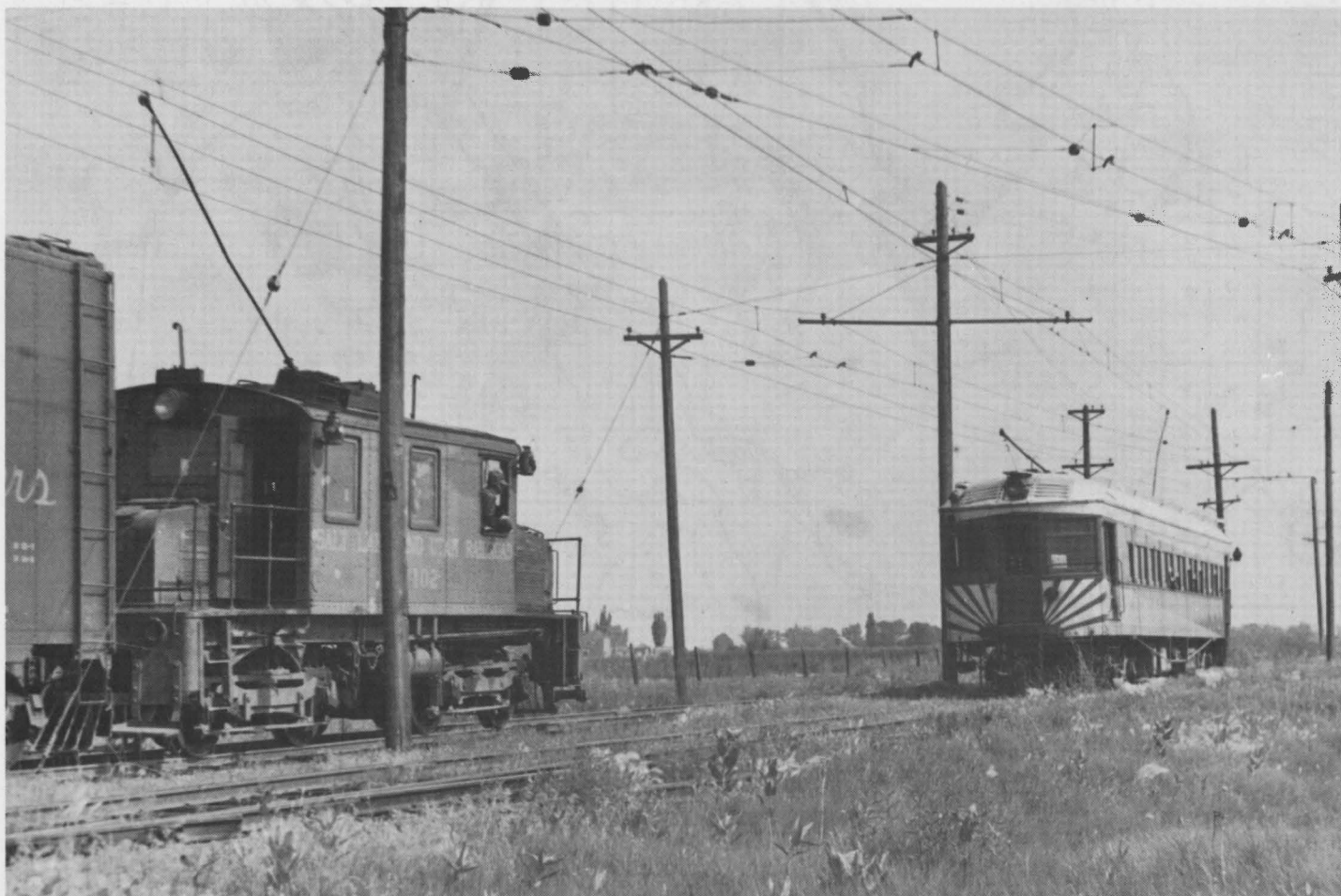
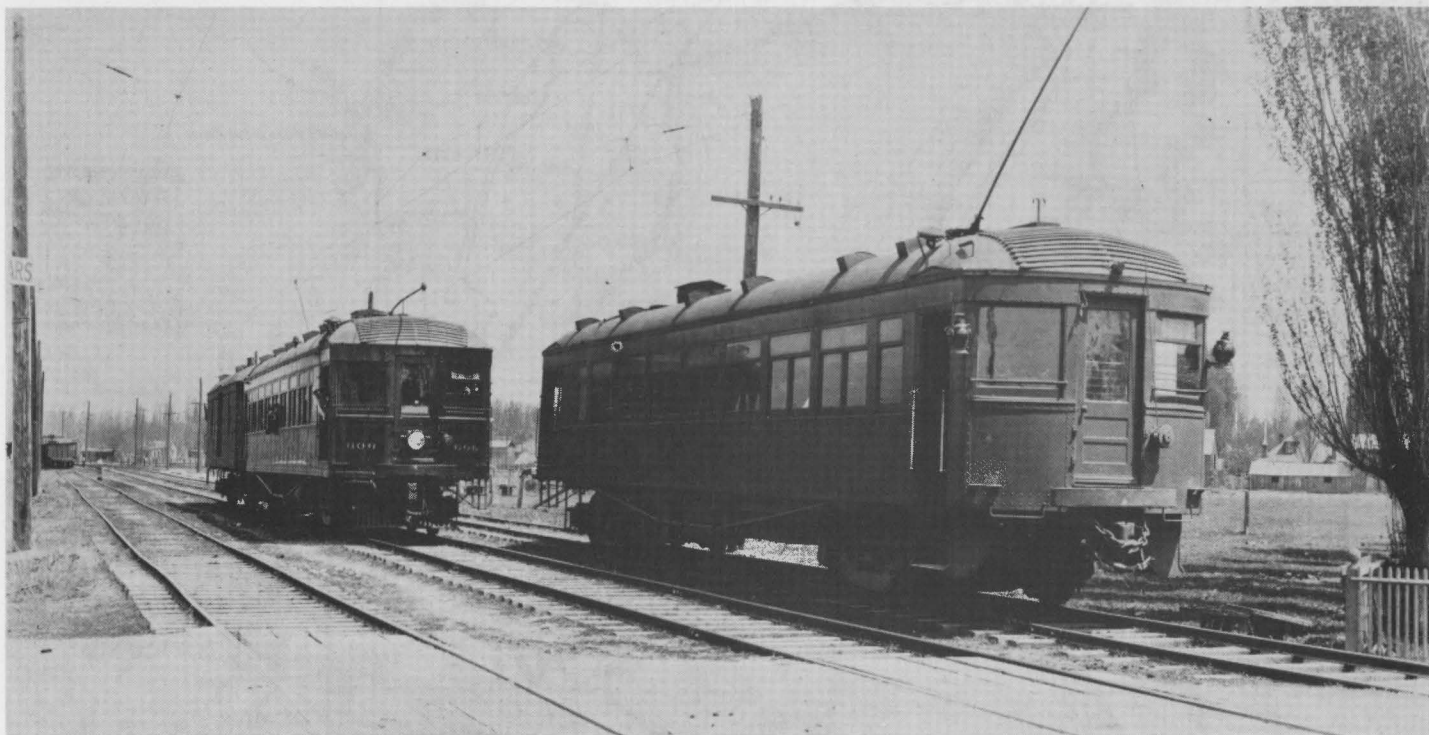
Photos: At top is seen BRR 530 and USA 104 near Sunset on September 7, 1945. (JS)

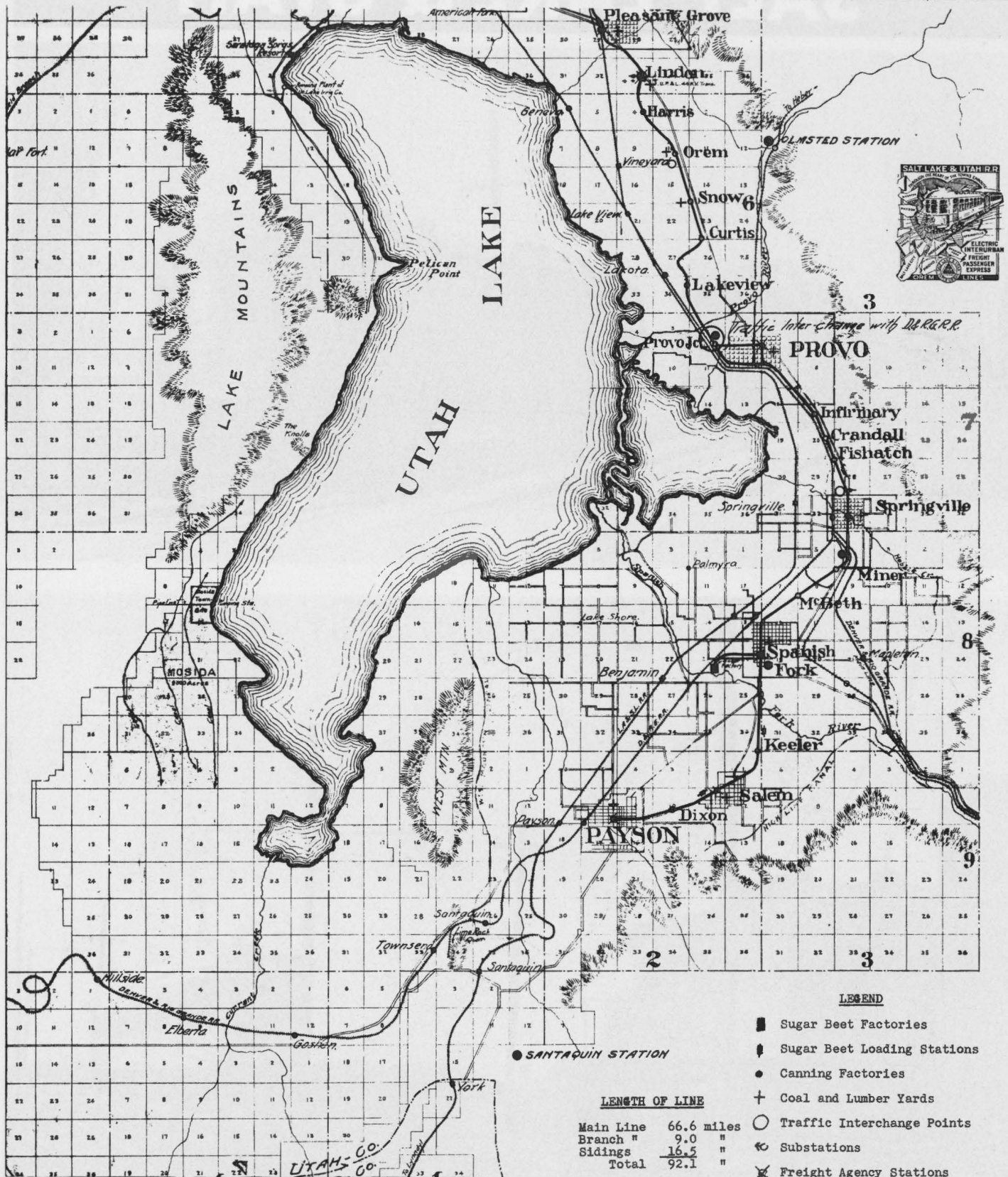
At center is a closeup of 8036 at Ogden on September 9, 1945 (JS). Note spotlight, changed pilot.

Below we see Ordnance USA 7001, a GM diesel switcher, which has just brought down the two SP cars and is about to couple them to BRR 530 for the trip into Ogden. BRR main line at left. November 21, 1945. (IS)



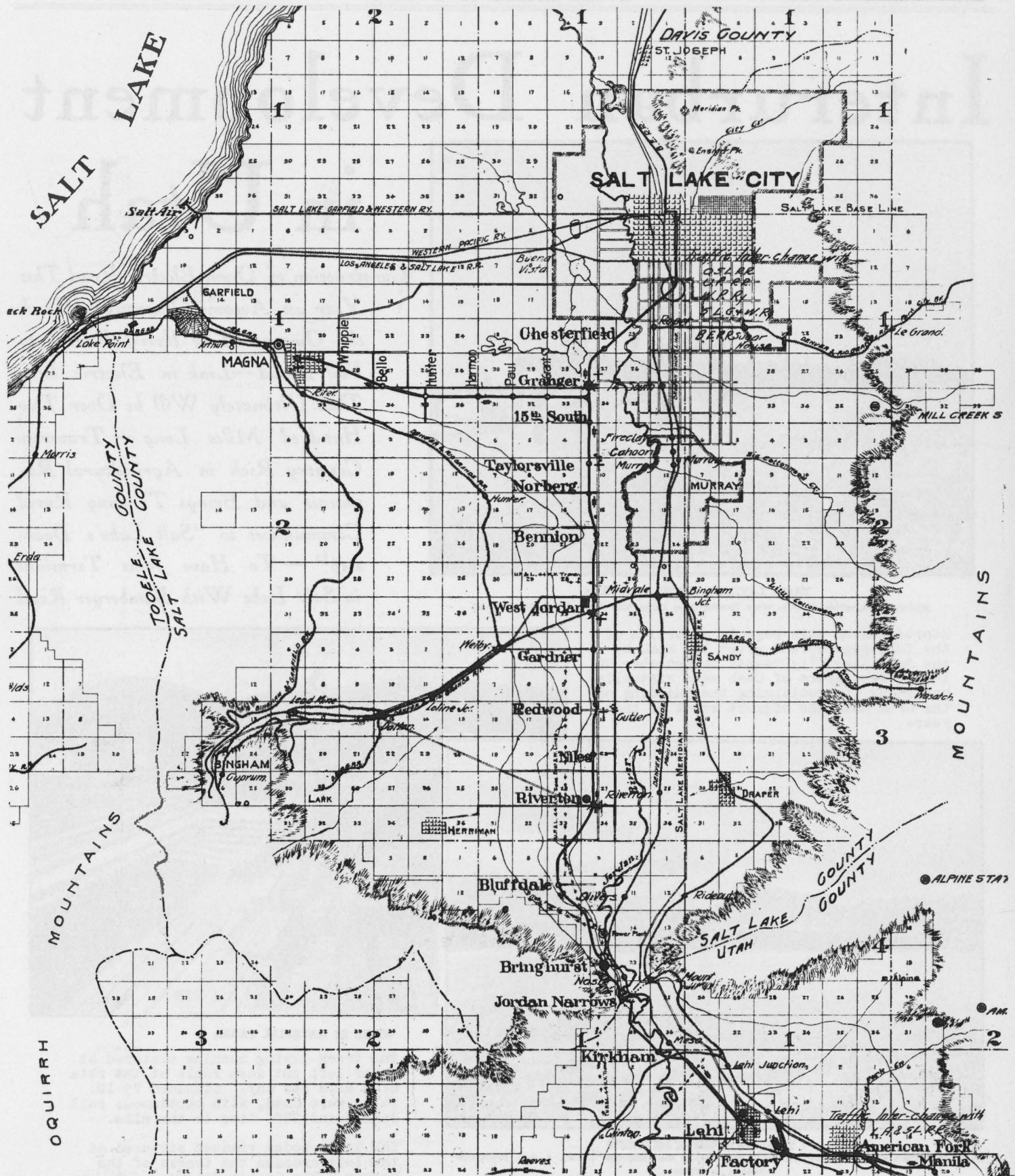
SALT LAKE & UTAH





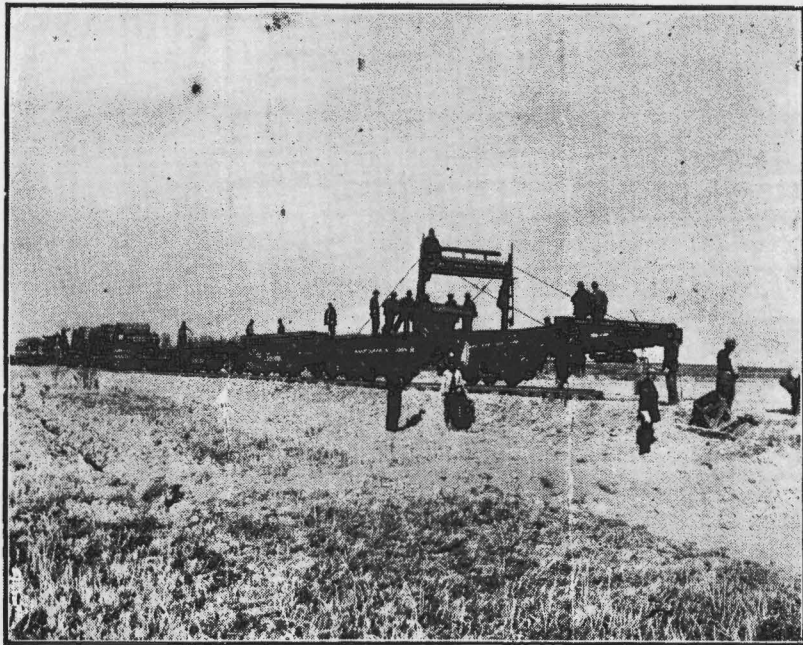
Note belt line in Provo, built to take freight trains off city streets.

INTERURBANS
The National Electric Railway News Digest



On these pages we reproduce the official SL&U General Map, first drawn in May, 1913, and corrected periodically. Its original scale was two miles to the inch, and it has here been reduced in our usual ratio of 7:4.

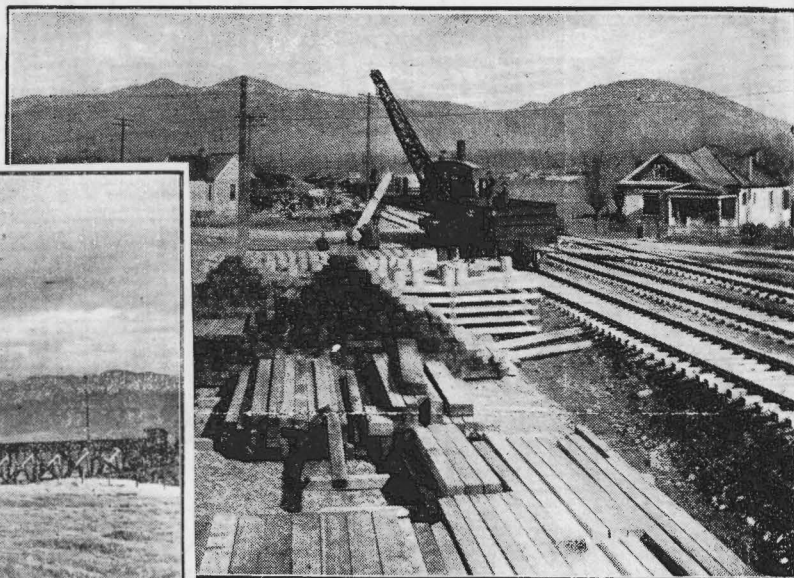
Interurban Development in Utah



TRACK LAYING MACHINE AT WORK.

Modern Construction Methods Were Employed on Every Mile of the New Electric Road.

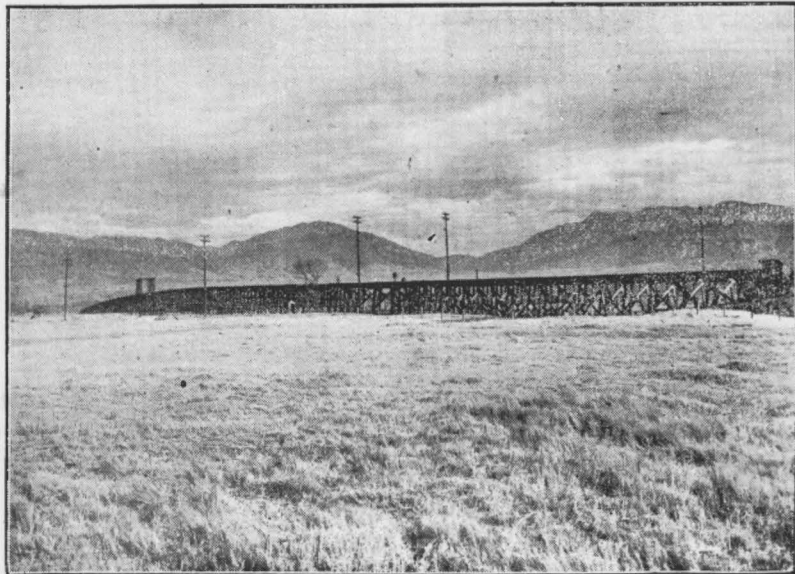
Reproduced on this page is a portion of the full-page spread given the SL&U by the Salt Lake City "News" on December 20, 1913. Newspapers of Utah were virtually unanimous in proclaiming the building of the Orem Road the biggest event of that year.



SCENE IN MATERIAL YARDS.

The track-laying machine pictured at upper left put down rails at the rate of a mile per day. Standard 75-lb. rails were used, with continuous rail joints and 2880 ties to the mile.

The long wooden viaduct pictured at the left crossed the tracks of the Denver & Rio Grande Railway.



TO AVOID CROSSING ACCIDENTS.

As the Interurban Enters This City, a Huge Viaduct Crosses the Railroad Tracks, a Sure Precaution Against Accidents.

HISTORY

The Salt Lake & Utah Railroad—better known in Utah as "The Orem Line"—extended south from Salt Lake City to Payson, a distance of 67 miles. A branch line served the town of Magna and was nine miles in length.

In today's automotive era it is difficult to realize the importance to the hinterland of the interurban railway at the time it was at its zenith. For this reason, we quote somewhat liberally in the following history from newspapers of the cities and towns on the line of the Salt Lake & Utah. The clippings were made available to us by Mr. Fred Fellow, and are from the SL&U's own scrapbook. They make fascinating reading, and we regret the lack of sufficient space to use them in their entirety. Quotation marks are used to indicate this source of material:

"Service between Salt Lake City and Provo on the Salt Lake & Utah Railroad, the state's newest electric line, will be established early in the year (1914). The grade has been finished and only a few miles of track remain to be laid. The track-laying machine is putting down rails at the rate of a mile a day.

"The distance between Salt Lake City and Provo on the new line is about 49 miles. The extension of the line to Payson, 17 miles south of Provo, will be taken up when the line to Provo has been put in service, and the ultimate plans now under consideration contemplate building to Nephi, 25 miles south of Payson.

"The new line is known locally as the "Orem Road" for A. J. Orem & Company, whose handling of the financing and construction of the line under the direction of W. C. Orem, the active head of the company, has been marked by high efficiency throughout. The Orem interests took hold of the project late in 1912 and will have the line in actual operation in little more than a year from the time they assumed charge. The work accomplished in the period includes the making of all surveys and plans, the securing of rights of way, the purchase of large quantities of material and equipment, and the actual construction of 49 miles of railroad.

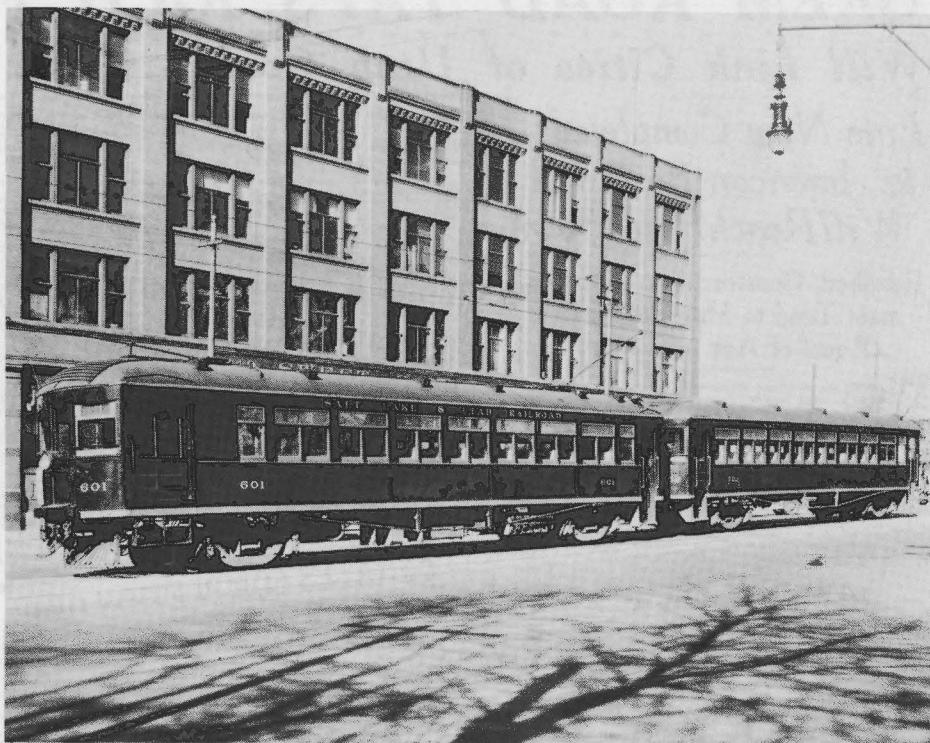
"The new road is the logical result of a demand for better transportation facilities in the rich territory immediately south of Salt Lake City. This demand included closer connection between the various communities themselves as well as with the city. Many towns and villages that will be reached by the new line have had no railroad facilities in the past and others had long felt the need of more frequent service than that provided by the steam railroads.

"Citizens desirous of having a new railroad obtained franchises in 1910 and 1911, but the project did not take material form until after the Orem interests assumed the charge of it. The matter was then in the hands of men accustomed to handling large enterprises. The Orem's had been successful in important metal and coal mine development work and had built the Nevada Copper Belt Railroad, which furnishes transportation for mines in the Yerington district of Nevada and has opened new agricultural territory in that neighborhood.

"They took hold of the Salt Lake & Utah with characteristic energy. Actual construction was in progress early in the spring of the present year and was pushed so vigorously that the end of work on the first unit of the line is already close at hand.

"Construction and equipment conform in every particular with the most approved modern standards. The line is on private right of way, purchased by the company, everywhere except where it passes through cities and towns. This makes possible faster running time than if public highways were used, and also furnishes a measure of protection that could not be obtained otherwise. Grades are easy and curves light. The heaviest grade is where the road ascends Provo Bench. This grade is only 1½% and is necessary to reach the rich Provo Bench fruit territory, which has heretofore been without railroad connection. Elsewhere the heaviest grade is .8%. The sharpest curve outside terminals is 8° and the road has unusually long stretches of straight track.

"The road has a long viaduct over the Denver & Rio Grande tracks at Salt Lake City and four bridges, besides numerous culverts.



The cars of the Salt Lake & Utah Railroad brought speedy, convenient transportation to Utah County for the first time. Above, 601 and 702 at Salt Lake City, 1917. (FF)

Two of the bridges span the Jordan River, one the lake at the Lehi sugar factory, and one the Provo River north of Provo. Bridge construction, like all the rest, follows the best modern practice.

"Standard rails, weighing 75 pounds to the yard, are used, with American continuous rail joints, which will do much toward lessening the jar of the wheels passing over the joints. The rails are supported by 2,880 ties to the mile, resting on an unusually well constructed grade, which will make a roadbed equal to that of any electric railroad in the country and far superior to most of them.

"The catenary type of line construction will be used overhead and the motors will be operated by 1,500 volts direct current. Current will be supplied by the Utah Power & Light Company under a 50-year contract. The electrification of the line will not be complete until about April 1, 1914. Gasoline motors will be used until that time.

"The passenger cars are all steel, 60' long, weighing 42 tons each and provided with wide, comfortable seats. The electrical equipment of the line is Westinghouse.

"Hourly service will be given. Stations are being established at about 20 points between Salt Lake City and Provo.

"The new line leaves Salt Lake City by running southward on First West to a short distance below Tenth South, where it turns southwest to a point 80 rods west of the Redwood road, paralleling that highway to a point just south of Riverton. It then winds through the Jordan Narrows into Utah County, taking the west side of the Jordan River until near the Fairfield branch of the Union Pacific, where it crosses to the east side of the Jordan and proceeds to Lehi. It passes over one of the principal streets of Lehi to the sugar factory, thence through the main portions of American Fork, Pleasant Grove and Lindon and to Provo Bench, across which it runs for ten miles before crossing the Provo River and entering Provo City.

"The route for the extension to Payson runs through Springville, Spanish Fork and Salem. It passes through the centers of all the Utah County towns from Lehi to Payson. This will be a great advantage, even to the places which have railroad connections now, as in most instances the railroads pass thru the outskirts of the towns.

"The establishment of service on the new line is eagerly and cordially awaited by all the communities it reaches. Residents along the route realize in advance the many advantages it will bring them, and the officers of the road have assurance of their heartiest support.

"The benefits to be derived from the construction of the new line will not be confined to the districts that have already been developed. Settlement of large areas at present not under cultivation will be greatly stimulated by the transportation facilities the road will provide. The land under the new irrigating canals of the Utah Lake Irrigation Company will be reached and a large and promising territory in Utah County, southwest of Salt Lake, will be brought in close touch with the consuming centers at present comparatively remote thru lack of quick transportation. The line will also give a needed outlet to the lands reclaimed by the Strawberry irrigation project.

"Lands that may be bought at low prices now will undoubtedly increase in value rapidly after the road is in operation. The road will reach a population of about 50,000 persons outside Salt Lake City.

"It will form an important link ultimately in a north-and-south electric system that will pass through the most populous portions of the state. Connections with the Salt Lake & Ogden at Salt Lake City and through it with the Rapid Transit at Ogden will give service from Brigham City on the north to Provo on the south immediately after the Provo line begins to operate. Connections with Cache Valley on the north and the extension to Nephi on the south will give the state an electric railway system about 225 miles long."

PHOTOS, SL&U COVER PAGE:

(Top) Train 6, cars 606 & 851, meets car 601 near Salt Lake City, 1925. (FF)

(Below) Train 37, car 601, meets Extra 102 at Granger, 6/23/42. (JS)

INTERURBAN CAR IS IN TOWN

On August 8, 1912, Salt Lake City newspapers carried articles concerning a proposed electric railroad which was to be constructed from Zion into the Utah Valley. On the same date, the first franchise for such a railroad was granted to Mr. W. C. Orem, a wealthy promoter from Boston; Mr. Orem was well known in the central west, having built other railroads (mostly into mining areas) previously. For the lack of a name for the proposed interurban, newspapers referred to it as "The Salt Lake & Utah Valley Railroad," or "The Salt Lake & Payson Railway," or---this name stuck---"The Orem Line."

In September, 1912, Walter Orem and Simon Bamberger made an auto tour of the cities which were to be served by the new line---such a trip being front page news in those days. They pronounced the route feasible, and the work of financing was begun. It was estimated to cost \$3 millions to build an electric railroad from Zion to Payson; of this amount, Boston capital was to put up \$2 millions and Zion business men were to provide the remainder.

Interests in opposition to Orem entered the field that month in the persons of John MacGinnis, a Montana banker, and Thaddeus Lane, a telephone magnate of Spokane. Under the name, "Utah Interurban Electric Company," Lane engineers worked quietly for three months before public announcement was made. The Lane road was to extend from Salt Lake City to Payson---64 miles---at a cost of \$2 millions.

In October, the Orem's formed "The Interurban Construction Co." in Portland, Maine, with the object of building "The Salt Lake & Utah Railroad" between the cities of Salt Lake City and Payson. The ICC was capitalized at \$1½ millions, and it was announced at that time that work had begun, with grading under way in American Fork and Provo. Orem purchased outright the land his rails used between towns, while securing franchises for the use of public streets in and through the various communities. By late October, Orem secured his final franchise.

On October 16, 1912, Boston papers carried the story that the incorporation of The Salt Lake & Utah Railroad had been carried thru on that day in Portland, Maine. Mr. C. Dyer of Portland was the SL&U's first president, while Mr. F. M. Orem of Salt Lake City was the treasurer. Capital stock: \$3,000,000. The A. J. Orem Company of Zion disbursed the funds, and construction was to be supervised by S. S. Arentz.

October 20, 1912, saw actual construction begin in Provo at the corner of Fifth South & Academy Ave. The plan was to construct a streetcar line first from the D&RGW Depot to Brigham Young University, and then connect up the interurban to it. Some 35 blocks of streetcar track were constructed. Track was also laid about the same time on Main Street in American Fork, more to hold the franchise and beat out the Lane interurban, which was lining up its own franchises, town by town.

By the end of November, forty miles of rail had been delivered to Provo, the center of operations, and a large force of men and teams was working in both directions from there. Three used streetcars were purchased from the Utah Light & Railway Company of Zion for use in Provo, but it is doubtful if they ever turned a wheel there. The cars were of the 40-Class, seating 38, and were formerly operated on the South Temple line in Zion.

All through the winter months, SL&U piled up materials at Provo, American Fork and Salt Lake City. By the time spring came, some 35 miles of rails and ties were ready to be placed on the roadbed. In Salt Lake City, track was laid from Third South to Ninth South on First West Street, and by April, 1913, hundreds of teams and men were working hard, with track laying often progressing at a rate of a mile a day.

In June, 1913, a stockholders' meeting took place at Zion, with the following officers being elected: President, W. C. Orem; F. M. Orem, Secretary-Treasurer; W. C. Orem, General Manager; a large number of Utah capitalists were elected directors.

1913 plans called for the construction of 53 miles of line, including switches and stretches of double track. 500 men were at work on the roadbed, working south from Zion, north from Provo, and within the city limits of Lehi, American Fork and Pleasant Grove on actual track laying. The big job of threading track through the Jordan River Narrows was finished in the fall. Work was costing between \$38,000 and \$40,000 per mile---just about the estimate. A 3,000-foot trestle over the marshes just south of Zion cost \$50,000 and also served as a crossing over the tracks of the D&RGW. In 1923 this trestle was filled in, using dirt from the Terminal site.

Two interesting announcements came in October: First, three new gasoline motor cars were ordered from the Hall Scott Car Company of Berkeley, Calif.; these were to open SL&U for public use on January 1, 1914, and after electrification would be kept for use as standby equipment in emergencies. Second, a track laying machine was secured and upon its delivery it was expected that construction work would be somewhat accelerated.

Electrical equipment for substations was purchased from Westinghouse, with delivery specified for March, 1914. Substations were located at Granger, Bringham, Lindon and Springville. Each was equipped with 250-KW, 60 cycle, three phase, 750-volt rotary converters which operated at 1500 volts in series. In each substation one spare unit was installed, and the buildings at Granger and at Springville were arranged to accommodate two extra units. Power was purchased under a fifty year contract from the Utah Power & Light Company at 45,000 volts, 60 cycles; this was converted to 1500 volts DC.

SL&U purchased one of the SL&O's old steam locomotives---No. 26---for use in construction work. With the completion of the bridge over the Jordan River south of Salt Lake City and of the viaduct over the D&RGW tracks, the track laying machine, pushed by the 26, went to work with a vengeance in November, 1913; its job was to lay rails between the viaduct and Jordan Narrows. South of the Narrows, all of the grading had been done and much of the track had been laid. At the Narrows a bridge had to be built, linking up the northern and the southern divisions.

NOV 12 1913

Woman Railroad Contractor Has Just Completed 114-Mile Line



MISS IRENE SMITH.



MRS. W. M. SMITH.

One of the sub-contractors for the SL&U was the colorful woman railroad builder of the West, Mrs. W. M. Smith, said to be the only woman railroad contractor in the world. Among her earlier projects were the Western Pacific main line from Winnemucca to the Utah line, the Southern Pacific branch from Fernley, Nevada to Susanville, California, and the Tenton branch of the Union Pacific. Working with Mrs. Smith on the SL&U out of Lehi was her daughter, Miss Irene Smith, who was learning the business so she could succeed her mother. Mrs. Smith learned the business from her father, John Sheehan of New York, who built the El Paso & Southwestern Railroad. This somewhat formidable lady had amassed a fortune estimated to be in the neighborhood of a half million, and made her headquarters at the family residence in Redlands, California. Not only did she boss the track-laying gangs, but built all bridges, administered the commissary, made all her own estimates when figuring out her bids. Mrs. Smith was quoted thusly: "There is good money in the contracting business and I don't see why a woman shouldn't succeed in it as well as a man. Certainly I can look along a rail and see if it is laid straight. If it isn't I make the men take it up and fix it."

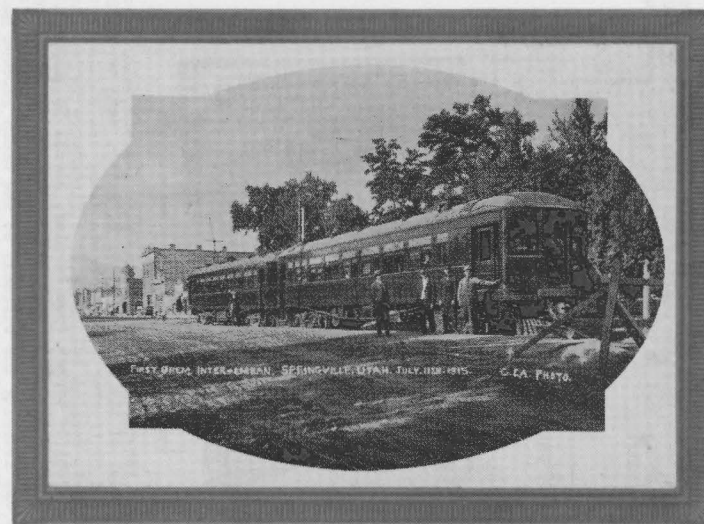
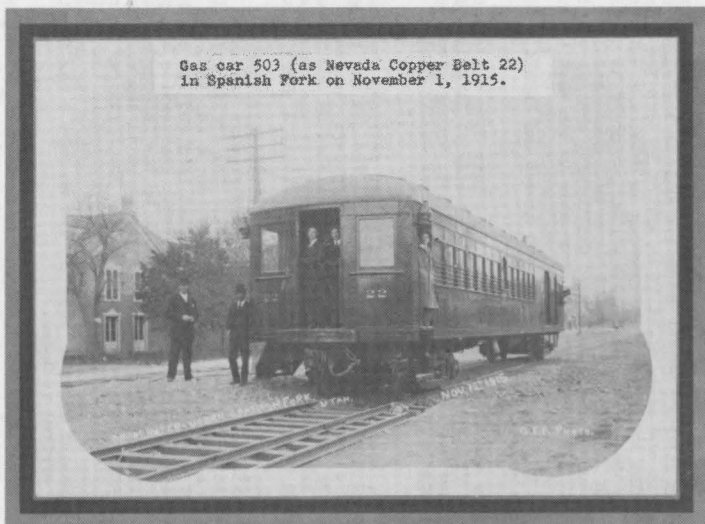
The work of laying rails was somewhat disrupted by a severe winter, which saw laborers piling brush and wood on the right-of-way and touching it off every night in an effort to draw the frost from the ground. The target date for opening to Provo was set; it was to be January 1, 1914---but alas! the winter postponed it considerably. The first week in February saw the three Hall-Scott gasoline cars leave the factory in West Berkeley, California, and run via the S.P. to Ogden, making the longest trip ever made in the west by such cars. On board for the delivery trip were representatives of S.P., the California State Railroad Commission, and Albert and Harold Hall of the manufacturing corporation.

A temporary passenger terminal in Salt Lake City was erected at the corner of First West & Third South (Broadway) Streets. The terminal contained waiting rooms, ticket office, baggage room, express office, trainmen's rooms and offices. It was constructed of corrugated iron.

On March 6, 1913, "half the population of American Fork turned out to welcome the first car of the SL&U." The gas car brought to American Fork a distinguished group of railroaders, including Orem, Simon Bamberger and others. Music was furnished by the Silver Band. At a banquet that evening at the Hotel Grant, it was announced that the line would be open for public service within a short time.

On March 23, 1913, the SL&U opened. Public passenger and freight service was established that day with four regular trains in service between Salt Lake City and American Fork. The trains left Zion and American Fork at the same hours, 7:45 AM, 10:30 AM, 1:30 PM, 5:30 PM running out of the temporary depot in Salt Lake and out of the SL&U's new depot in American Fork on Main Street. The service was provided by the gasoline motor cars and was given by the Interurban Construction Company (the SL&U did not assume charge until the road was electrified). Running time was 1 hr. 25 min. The first car to reach Provo arrived in that city on June 4 and remained in town all day to give the natives a look at it. The public service was extended to Lindon and Pleasant Grove on June 12, and on July 3 the first of the electric cars arrived at Ogden.

Substantial station buildings were erected at all major towns on the line. Typical was the building at American Fork. Located at the intersection of Third North & First West, it was built entirely of concrete, 32' wide and more than 50' long. It contained a waiting room (18 x 18), a baggage room (14 x 18), and a ticket office. The agent's living quarters were attached. The building was made in Salt Lake City and shipped in sections.



To encourage the public to ride the new interurban line, mileage books were introduced. Books containing tickets for 500 miles sold for \$11.25, making the cost 2 1/4¢ per mile. The 1000 mile books were \$20.00, or 2¢ per mile. The books were also good on the Bamberger and Ogden Rapid Transit lines.

On July 24, without ceremony or proclamation, the electric cars opened public service to Provo. Seven trains each way daily were put into service, leaving Salt Lake at 6:45 AM, 8:00 AM, 10:30 AM, 1:30 PM, 4:00 PM, 6:30 PM, and 11:45 PM. Departures from Provo were made at the same hours, and running time was 1 hr. 55 min. Only the day before had the first electric car reached Provo on its test run, but W. C. Orem, when advised of the perfect performance of both cars and substations, ordered the line thrown open to the public the next day. The Pioneer Day parade in Provo was joined by an SL&U interurban and as the parade wound its way west on Center Street the big red car was the object of much interest and received great applause. For a station site in Provo, SL&U purchased from the Mormon Church a strip of land 110' wide and 600' long, being the west front of the Tabernacle block between Center and First South Streets. A permanent one story brick station, costing \$10,000, was announced for the site. The formal celebration of the opening was held at Provo on August 14, with the governor, mayors of all cities on the line, and company officials taking leading roles. The following day, through freight service was inaugurated.

Business boomed, and the interurban prospered. Cars ran full more often than not, and standing loads were not unusual. By October, the papers related that during State Fair week, the SL&U carried between four and five hundred people from American Fork to Salt Lake, while less than a dozen patronized the steam roads. SL&U was carrying an average of more than 800 passengers daily.

After getting the main line in operation, Orem construction men turned their attention to the streetcar line projected in Provo. A force of thirty men in October began extending the line on Academy Ave. north to Eighth North, where a wye was installed. Another wye was installed near the Union Passenger Station on Third West. Plans were also made to extend the line to the sugar company plant in Lake View. Thus Provo's long-awaited streetcar line drew nearer. The date of inauguration of this local service is uncertain, but probably was about October 24th. Orem was anxious to continue construction of his main line south to Payson, but the condition of the money market was such as to cause him to postpone indefinitely this undertaking.

Orem had not long to wait, however, before getting the green light from his brother, A. J. Orem, to go ahead. Construction crews again went to work with a will, and by July 18, 1915, twenty trains a day ran to Springville. On January 1, 1916, these runs were extended to Spanish Fork. On March 24, the first train arrived in Salem. If we go by the timetable, a shuttle service was operated making only four daily roundtrips between this point and Spanish Fork.

May 20, 1916, saw the last day of rail laying on the main line. The last spike was driven in the streets of Payson. May 26 and 27 were set aside for celebrating both the arrival of the SL&U and the government's large Strawberry reclamation project. Immediately 24 trains a day made the complete run from Salt Lake to Payson, a distance of 66.6 miles. By July, service had increased to 26 trains a day, which was the largest number ever operated to Payson. From then until final abandonment, service was gradually cut back. During the Twenties, an average of 16 to 18 trains were run daily. The lowest point was reached in 1937 when only ten daily trains were scheduled.



Completion of the SL&U through to Payson was commemorated by a great public celebration. The speakers' rostrum was this SL&U flat car, appropriately bedecked for the occasion. (FF)

On October 10, 1917, the 9.7-mile Magna Branch was put into service with eight trains daily. This service grew to 18 trains a day, then fell to six during the Depression, and was back to ten at the end. Much of the freight handled on the Magna Branch was pulled by regular passenger trains. Many people thought the Magna Branch was a foolish investment, but it did manage to produce a fair income from coal.

SL&U was constructed throughout to steam road standards. It used main line rail of 75 lbs., with spurs and sidings laid with 60 lbs. The overhead was catenary, hung from a single pole line. Pantographs could have been used, but never were—all cars and locomotives being equipped with poles and small trolley wheels. The maximum grade was 1 1/2%, necessary to climb up onto the very fertile Provo Bench; elsewhere, the maximum was 0.8%. Rail joints were staggered, and standard switches with spring rail frogs were used on all main line turn-outs. Rails were bonded with two terminal bonds of the American Steel & Wire Company.

Virtually every city on the line clamored for the SL&U's shops, but it was Payson which got them—a questionable choice. Work on the Payson Shops began in June, 1916, and when completed later that year the SL&U was in possession of one of the finest interurban car maintenance centers in the west.

A further extension into the Sanpete Valley to Nephi, about 25 miles south of Payson, was intended and even surveyed. The estimated cost of the Nephi extension was \$1 million, but financial uncertainty and the generally upset condition of the business world due to World War I postponed the extension and eventually nullified the idea.

By March, 1919, the Provo streetcar service was terminated and few people today remember its existence. It is said that the income per day would very often run as low as twenty cents. Car #11 was then used on the one-mile branch to the Spanish Fork Sugar Factory for about three years (this branch was purchased by the D&RGW after SL&U abandoned). The old cars bought from the Utah Light & Traction Co. for use in Provo never turned a wheel, being stored behind the Payson Shops until finally scrapped.

With the end of World War I, automobiles and trucks began to be in common use, and SL&U's business, both passenger and freight, started to suffer. By 1925 this condition had become very serious, and on July 24th of that year the SL&U entered receivership. Henry I. Moore of Salt Lake and D. P. Abercrombie of Boston were appointed Receivers and W. C. Orem was demoted to Comptroller. Deficits continued until 1929, but thereafter the new management, by dint of an aggressive merchandising policy, managed to make a slight profit annually, although SL&U continued to default on its bonds. A tremendous effort was made to build up its business. Cars were painted and given the most complete overhaul they had ever had. Photographs were taken and circulated to all parts of the country. For the benefit of the stockholders and other interested groups, comparative photos were made of the Bamberger and SL&U; at that time the BRR was in poor condition, with run-down equipment and poorly ballasted roadbed—while the Orem was in almost perfect shape. Movies were taken and circulated by traffic men to show what the SL&U had to offer. Business was so good that at time it was necessary to borrow cars from the UIC for months at a time. Bamberger trailers were often rented, and even the 750-volt Bamberger motors were borrowed and used as trailers on the 1500-volt SL&U; the BRR trolley poles were turned and tied to roofs. On other occasions, Orem equipment made it way out to Saltair to help them carry the crowds; even a freight motor was put into service on the beach line to pull trailers. On many occasions the red cars were pressed into service for entire seasons on the UIC. Through trains to the Lagoon amusement park were common. The longest recorded MU train on SL&U was six cars; however, eight or nine-car trains including Bamberger equipment were made up and pulled by freight motors directly to Lagoon on many occasions. Even during the last days, SL&U 751 was seen headed for Hill Field behind an SL&U motor car. Arresting signs were hung on Orem cars in the Thirties to stimulate patronage; these show clearly in accompanying photographs.

In spite of these energetic measures, business did not pick up to the necessary level. More and more, traffic turned to the highways, which were being built into all parts of the SL&U region. With little prospect of effecting a successful resuscitation of the Orem company, time set the stage for the elimination of the Orem from the SL&U.

Two Court orders, dated July 31, 1937 and December 17, 1937, ordered the Receiver to sell all properties of the SL&U to the highest bidder at a foreclosure sale, which took place on January 26, 1938. The successful bidders were G. S. Eccles and M. A. Browning of the Ogden Eccles interests (which included the UIC and the Amalgamated Sugar Company). Meanwhile, a new company: The Salt Lake & Utah Railroad Corporation, was incorporated in Delaware on December 8, 1936, with the announced purpose of "engaging in the general electric interurban business." Upon approval of the Interstate Commerce Commission in April, 1938, the new company acquired for \$607,017 (net) the entire property of the old SL&U from Eccles and Browning. The foreclosure sale was confirmed by the Court on February 11, 1938. Eccles-Browning assigned their interests in the property to the new SL&U company on February 24, 1938, and formal transfer occurred on May 2, 1938. The property which then changed hands was listed as follows: main line from Salt Lake to Payson, 66.99 miles; Granger-Magna branch, 9.15 miles; total miles road, 75.14 miles; sidings and spurs, 27.27 miles. Closed passenger cars with electrical equipment, 11; without electrical equipment, 4; freight-work cars with electrical equipment, 2; without, 248; express car, 1; miscellaneous car, 1; locomotives, 7; total cars, 274. Franchises extended to 1960 in Utah County and in Provo; to 1962 in Salt Lake City and Salt Lake County; to 2010 in Lehi, American Fork and Pleasant Grove; to 2012 in Springville, Spanish Fork and Payson; remainder of line on private way. The officers of the new SL&U were M. A. Browning, president; E. G. Bennett, vice-president; G. S. Eccles, Treasurer. Thereafter, SL&U was more or less closely allied with the UIC through common management.

One of the new company's first acts was to apply and receive a bus franchise from Salt Lake City to Payson, and within Provo City. Five busses were purchased and put into service, effectively forestalling competition. The busses began operation between Salt Lake and Payson on January 1, 1939, and in Provo in April, 1940.

THE SALT LAKE & UTAH RAILROAD CORPORATION

SOUTHBOUND

FIRST CLASS

Time Table No. 45

Effective 4:01 A. M.

February 24, 1945

NORTHBOUND

FIRST CLASS

Capacity of Space and Sidings	FIRST CLASS											Distance From Salt Lake	Effective 4:01 A. M. February 24, 1945		Distance From Payson	FIRST CLASS														Capacity of Space and Sidings
	13 Mixed	27 Mixed	11 Mixed	25 Mixed	9 Mixed	7 Mixed	5 Mixed	23 Mixed	3 Mixed	21 Mixed	1 Mixed					22 Mixed	2 Mixed	4 Mixed	24 Mixed	6 Mixed	8 Mixed	26 Mixed	10 Mixed	28 Mixed	12 Mixed	14 Mixed				
	Daily	Daily	Daily	Daily Except Sundays and Holidays	Daily	Daily	Daily	Daily	Daily	Daily Except Sundays and Holidays	Daily					Daily Except Sundays and Holidays	Daily	Daily	Daily	Daily	Daily	Daily Except Sundays and Holidays	Daily	Daily	Daily	Daily				
Yard Y	M-12 10:30PM	M-26-10-28 10:45PM	M-10-26 10:55PM	M-8-10-24 11:10PM	M-4-26 11:30PM	M-24-6 11:40PM	M-4-24 11:55PM	M-2-24 12:05PM	M-22 12:15PM	M-2 12:25PM	L7:00AM	0.0	R-T	SALT LAKE 2.1	66.9	M-41-3 7:40AM	M-3 7:45AM	M-23-5 7:55AM	M-6-23 8:05AM	M-7 8:15AM	M-4 8:25AM	M-9-25 8:35AM	M-25-11 8:45AM	M-27-25 8:55AM	M-13 9:05AM	M-11 9:15AM	Yard Y			
Yard	10.42	6.57	M-21 6:25	5.20	4.40	2.40	12.10	12.05	10.00	8.05	7.12	2.1	T	SOUTH SALT LAKE 1.5	F 64.8	7.17	8.46	10.19	11.24	12.30	2.58	4.11	4.58	M-11 6:25	7.57	11.40	Yard			
Yard	10.44	6.59	6.27	5.24	4.42	2.42	12.12	12.07	10.02	8.07	7.14	3.3	T	SALT LAKE JUNCTION 1.5	F 63.6	7.14	8.44	10.16	11.22	12.26	2.56	4.09	4.56	6.19	7.54	11.34	Yard			
Yard Y	10.50	7.05PM	6.35	5.30PM	M-10 4:50	M-8 2:50	12.20	M-4 12:18PM	M-2 10:10	8.12AM	M-2 7:20	6.1	D-R-T	GRANGER 8.0	S 60.8	M-1 7:20AM	8.40	M-1 10:10	11.18AM	M-6-23 12:20PM	M-7 2:50	4.05PM	M-9 4:50	6.15PM	7.49	11.30	Yard Y			
Siding 14	10.54		6.40		4.55	2.54	12.25		10.15		7.25	9.1	T	NORBERG 1.5	F 57.8		8.34	10.02		12.15	2.44		4.39		7.45	11.24	Siding 14			
Siding 18	10.56		6.43		4.57	2.57	12.28		10.17		7.27	10.4	T	BENNION 2.5	F 56.5		8.32	10.00		12.13	2.42		4.37		7.43	11.22	Siding 18			
Yard 30	10.59		6.47		5.00	3.01	12.31		10.20		7.31	12.7	T	WEST JORDAN 1.5	S 54.2		8.26	9.56		12.09	2.37		4.33		7.39	11.18	Yard 30			
Siding 35	11.04		6.51		5.05	3.05	12.36		10.24		7.35	15.3	T	REDWOOD 2.5	F 51.6		8.22	9.53		12.04	2.32		4.28		7.35	11.14	Siding 35			
Siding 24	M-14 11:09		6.57		5.12	3.12	12.42		10.30		7.40	18.2	D-T	RIVERTON 1.5	S 48.7		8.17	9.48		11.59	2.27		4.23		7.30	M-13 11:09	Siding 24			
Siding 18	11.15		7.04		5.17	3.17	12.47		10.34		7.45	20.9	T	BLUFFDALE 1.5	F 46.0		8.13	9.41		11.52	2.22		4.16		7.25	11.06	Siding 18			
Siding 30	11.18		7.08		5.21	3.20	12.51		10.39		7.48	23.7	T	BRINGHURST 1.5	F 43.2		8.10	9.36		11.49	2.19		4.13		7.18	11.04	Siding 30			
Siding 24	11.20		M-13 7:15		5.24	3.23	12.54		10.42		7.51	25.5	T	CAMP WILLIAMS 1.5	F 41.4		8.07	9.32		11.46	2.16		4.10		7:15	11.02	Siding 24			
Siding 17	11.26		7.22		5.30	3.29	1.01		10.48		M-3 8:00	29.3	T	HICKEY 1.5	S 37.6		M-1 8:00	9.25		11.38	2.09		4.02		7.06	10.54	Siding 17			
Yard 7	11.28		7.25		5.33	3.30	1.06		10.50		8.03	30.4	D-T	LEH 1.5	S 36.5		7.58	9.24		11.37	2.08		4.01		7.05	10.53	Yard 7			
Siding 30	11.31		7.28		5.35	3.32	1.09		10.52		8.06	32.2	T	CUTLER 1.5	F 34.7		7.55	9.20		11.33	2.03		3.57		7.01	10.51	Siding 30			
Yard	11.36		7.33		5.40	3.37	1.17		10.56		8.11	33.7	D-T	AMERICAN FORK 0.5	S 33.2		7.50	9.15		11.30	2.00		3.53		6.58	10.45	Yard			
Siding 15	11.38		7.40		5.46	M-10 3:47	1.21		11.02		8.15	34.5	T	CHIPMAN 1.5	F 32.4		7.45	9.10		11.24	1.55		M-7 3:47		6.51	10.41	Siding 15			
Yard 31	11.43		7.45		5.52	3.52	1.28		11.08		8.22	37.2	D-T	PLEASANT GROVE 2.5	S 29.7		7.39	9.04		11.18	1.49		3.41		6.46	10.34	Yard 31			
Siding 16	11.46		7.48		5.54	3.55	1.31		M-4 11:14		8.25	39.0	T	LONDON 2.5	F 27.5		7.35	9.00		M-3 11:14	1.45		3.37		6.41	10.31	Siding 16			
Spur 9	11.49		7.50		5.57	3.58	1.34		11.17		8.28	40.3	T	HARRIS 1.5	F 26.6		7.33	8.58		11.12	1.43		3.35		6.38	10.28	Spur 9			
Yard 32	11.52		7.53		6.02	4.00	M-4 1:39		11.22		8.32	41.7	D-T	OREM 2.5	S 25.2		7.31	8.56		11.10	M-3 1:39		3.33		6.35	10.26	Yard 32			
Siding 28	11.57		7.58		6.08	4.04	1.43		11.28		8.37	44.0	T	CURTIS 2.5	F 22.9		7.26	8.51		11.05	1.35		3.28		6.29	10.21	Siding 28			
Belt Line	12.04		8.05		M-10 8:29	4.10	1.50		11.34		M-4 8:25	47.7	R-T-O	PROVO JUNCTION 1.5	F 19.2		7.20	M-1 8:45		10.58	1.29		3.21		M-9 6:20	10.15	Belt Line			
Yard	12.10		8.15		6.30	4.20	2.08		11.40		8.50	48.8	D-T	PROVO 1.5	S 18.1		7.15	8.40		10.52	1.25		3.15		6.15	10.10	Yard			
Siding 40	12.17		8.20		6.35	4.25	2.13		11.44		8.57	50.6	T	URY CHANGE 0.5	S 16.3		7.04	8.28		10.38	1.16		3.03		5.59	10.01	Siding 40			
Spur 20	12.18		8.21		6.36	4.26	2.14		11.45		8.58	51.4	T	TROUTON 1.5	F 15.5		7.02	8.27		10.37	1.15		3.02		5.58	10.00	Spur 20			
Siding 30	12.23		8.27		6.45	4.34	2.24		11.56		9.09	54.4	D-T	SPRINGVILLE 1.5	S 12.5		6.57	8.22		10.34	1.10		2.57		5.55	9.54	Siding 30			
Spur 6	12.26		8.30		6.49	4.38	2.27		11.59		9.12	55.9	T	MINER 1.5	F 11.0		6.51	8.17		10.30	1.05		2.51		5.51	9.51	Spur 6			
Siding 16	12.35		8.37		7.00	4.45	2.40		12.07		9.23	59.5	D-T	SPANISH FORK 2.5	S 7.4		6.45	8.11		10.24	1.05		2.44		5.44	9.44	Siding 16			
Spur 12	12.35		8.37		7.00	4.45	2.40		12.07		9.23	59.5	D-T	SPANISH FORK 2.5	S 7.4		6.45	8.11		10.24	1.05		2.44		5.44	9.44	Spur 12			
Siding 7	12.38		8.39		7.02	4.48	M-10 2:42		12.13		9.28	61.9	T	DEL MONTE 1.5	F 5.0		6.39	8.05		10.18	1.05		M-4 2:42		5.38	9.38	Siding 7			
Siding 14	12.46		8.45		7.06	4.52	2.49		12.15		9.31	63.7	T	SALEM 2.5	F 3.2		6.36	8.01		10.16	1.05		2.36		5.36	9.36	Siding 14			
Yard Y	A1:00PM		M-14 8:00PM		M-14 8:00PM	M-10 8:00PM	M-14 8:00PM		M-14 8:00PM		M-14 8:00PM	M-14 8:00PM	66.9	D-R-T	PAYSON	0.0	L6:30AM	L7:55AM	M-1 10:10AM	M-4 12:45PM	M-3 12:30PM	M-3 12:30PM	M-3 12:30PM	M-3 12:30PM	M-3 12:30PM	Yard Y				

SOUTHBOUND

MAGNA BRANCH

NORTHBOUND

Capacity of Space and Sidings	27 Mixed	25 Mixed	23 Mixed	21 Mixed	Distance From Salt Lake	TIME TABLE No. 45 Effective February 24, 1945	Distance From Payson	22 Mixed	24 Mixed	26 Mixed	28 Mixed	Capacity of Space and Sidings
Yard Y	7:05PM	5:30PM	12:20PM	8:15AM	15.0	D-R-T GRANGER 6.0	8.9	7:15AM	11:15AM	4:00PM	6:15PM	Yard Y
Spur 5	7:23	5:42	12:35	8:29	12.0	T BELLO 2.0	3.0	6:57	10:55	3:40	6:01	Spur 5
Yard Y	A7:35PM	M-21 8:50PM	M-21 8:50PM	M-21 8:50PM	15.0	D-R-T MAGNA 2.0	0.0	L6:50AM	L10:45AM	L3:30PM	L5:55PM	Yard Y

BULLETIN BOOKS—Salt Lake Terminal, Salt Lake Freight, Provo Jct., Payson

—REGISTER STATIONS—

Salt Lake Terminal—All Trains
Granger—Magna Branch Trains Only

Provo Jct.—Freight Trains Only
Payson—All Trains

—HOLIDAYS MAGNA BRANCH—

New Year's Day
Memorial Day
July Fourth

Thanksgiving Day
Christmas Day

Full Face Type or Heavy Black Figures indicate positive meet—approach meeting points under control. If trains to be met not there, call Dispatcher immediately.

At meeting points southward trains will take siding.

Main Line and Magna Branch trains scheduled to connect at Granger will wait for passengers when there are any.

No. 8 has right over No. 23—Granger to Salt Lake

No. 10 take siding at Del Monte for No. 5

No. 2 has right over No. 21—Granger to Salt Lake

No. 4 has right over No. 21—Granger to Salt Lake

No. 24 has right over No. 2—Granger to Salt Lake

No. 28 has right over No. 8—Granger to Salt Lake

No. 12—Has right over Nos. 25 and 27—Granger to Salt Lake

No. 26 has right over No. 7—Granger to Salt Lake

No. 8 has right over No. 24—Granger to Salt Lake

No. 28 take siding at South Salt Lake for No. 11

No. 5 and No. 8 will meet on spur at Orem.

"S" at right of station indicates all trains make regular stop. "F" stop on flag only. All trains will stop on flag on main line at 3rd So., 6th So., 9th So., 13th So. and 8th West, Salt Lake City, Chesterfield, Earl, Taylorsville, Hubbard, Gardner, Niles, Bluffdale, Mile Post 22-32, Bringhurst School Stop, Jordan Narrows, Kirkham, U. P. Cross at M. P. 27.4, Lehi Roller Mills, Lehi Sugar Factory, Manilla, Karen, Harris, Snow, Lincoln, South Curtis, Lakeview, 5th So. and University, Provo, Provo, 4th No. Springville, Jefferson School, Springville, South Miner, McBeth, 7th No., Spanish Fork, Dixon, 8th East, Payson.

Flag stops on Magna Branch: Grant, Warr, Paul, Peterson, Harmon, Passio, Marshall St., 5450 West, Walk, Hunter, Newton, Sphaer, Whipple, Flanagan, Belva Ave.

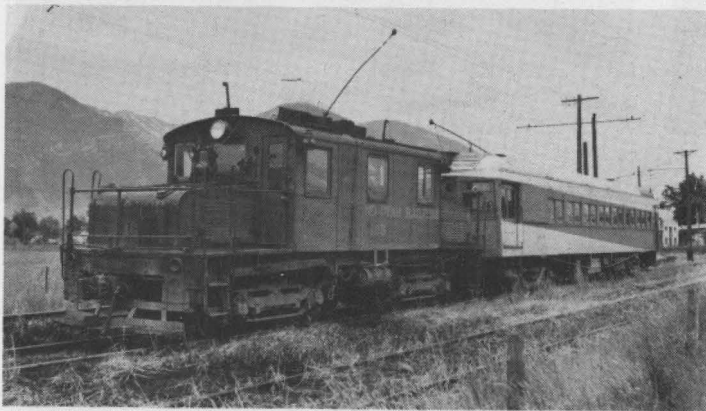
J. E. WESTPHAL, Chief Train Dispatcher.

E. R. BLACKETT, Train Dispatcher.

D. B. DENNIS, Train Dispatcher.

It has been said that the SL&U paid the third lowest wages of any electric line in the nation. As a result, the road had a high rate of turnover among employees. During the war years, anyone could work for SL&U. More than once, a crew would report for a freight run only after the men were good and ready and full of alcohol. An example of a run made under these conditions was the night when the crew boarded its freight motor and proceeded down the line. They left their conductor (out cold) in Salt Lake City by a pile of ties. As they proceeded through American Fork, another man got off for a beer but his train moved right on. The motorman wanted to go home, so he got off and the brakeman who lived in Provo uncoupled the cars and ran light to Provo. The facts may be slightly altered, but this is close to the type of service which was often rendered. On the next to the last day of operation, the motorman on the Magna branch placed his trolley on the wire, the car jerked forward and ran up a coal chute where it became derailed; he had left his controller on the night before when current was low. Such experiences were numerous. Many run-aways and fires occurred. Some are remembered, others have faded into obscurity. Among those remembered: One night at Lehi a freight crew was switching in the sugar beet factory and left its caboose on the main, unprotected; along came another freight, and loco 104 went right through the caboose and spilled a box car full of brand new Fords being shipped for Christmas delivery in Salt Lake City. Defective heaters caused two passenger motors, 602 and 610, to burn. Lindon was the scene of a freight train runaway when snow got into an air pipe; men went out over the tops with clubs and stopped it. Another train got away north of Spanish Fork and sped through town without a mishap.

The Orem was notorious for having bad accidents. Fortunately most of these involved freight trains. The 51, for example, was demolished in a cornfield meet with steam engine #26; it was rebuilt into the 52 and in 1942 again met disaster and was never rebuilt. Most of the freight motors showed signs of bad treatment. There were probably no less than ten accidents which involved either fatalities or serious injuries, to say nothing of completely mangling the equipment involved. Toward the last days, the road was in such poor shape that the line car would pull a trailer or a motor would be in such poor condition that a freight motor would pull it over the line to keep the schedule. It was nothing at all to be two hours late. Finally, as one car would fail, it would be stored until it was necessary to repair it to make a few more runs.



Illustrating the desperate need of proper maintenance, motor 607 is shown here being pulled by locomotive 105 on 5 June 1945 near Provo; 607 could not move under its own power. (CDS)

Although the receivership and subsequent foreclosure sale to the new company had wrung a lot of water out of SL&U's corporate structure, the new SL&U found it had a tough row to hoe. In spite of the war, SL&U failed to make money: in 1944 its operating revenues were \$717,359, but expenses plus depreciation were \$717,678---and after taxes were added, SL&U was in the red some \$44,489---this in a year when almost every electric railway showed a handsome profit. The deficit in 1939 was but \$14,000, but by the end of 1945 it had grown to \$220,000 and roadbed and cars were in pitiful condition. Small wonder that again the SL&U was placed in receivership on December 12, 1945. Receiver was Mr. S. J. Quinney; one of his first acts was to a pply to the Utah Public Service Commission and the Interstate Commerce Commission for permission to abandon the entire SL&U company.

At the abandonment hearings in Salt Lake City, some interesting facts were brought out. J. W. Barriger, former head of the RFC's railroad division, declared that conditions made it inevitable that the SL&U would be abandoned, due to its inability to maintain its physical property out of its financial resources. Mr. Barriger added: "The primary cause of abandonment is not a deficiency of traffic in the territory, but the competition of subsidized highway transportation of both public and private carriers, along with the growing intensity of strong steam railroads. It is futile for the SL&U to carry on this unequal contest longer, even if it were not forced to take its present action by reason of serious deterioration of tracks & bridges." Glen J. Maw, assistant division engineer of Southern Pacific's Ogden-Reno Division, made a report on an inspection he made of bridges, way and trestles; he said he found them to be in poor condition; on the 102 miles of railroad, including spurs and sidings, a total of 114,900 ties needed to be replaced---bridges and trestles were in poor shape,

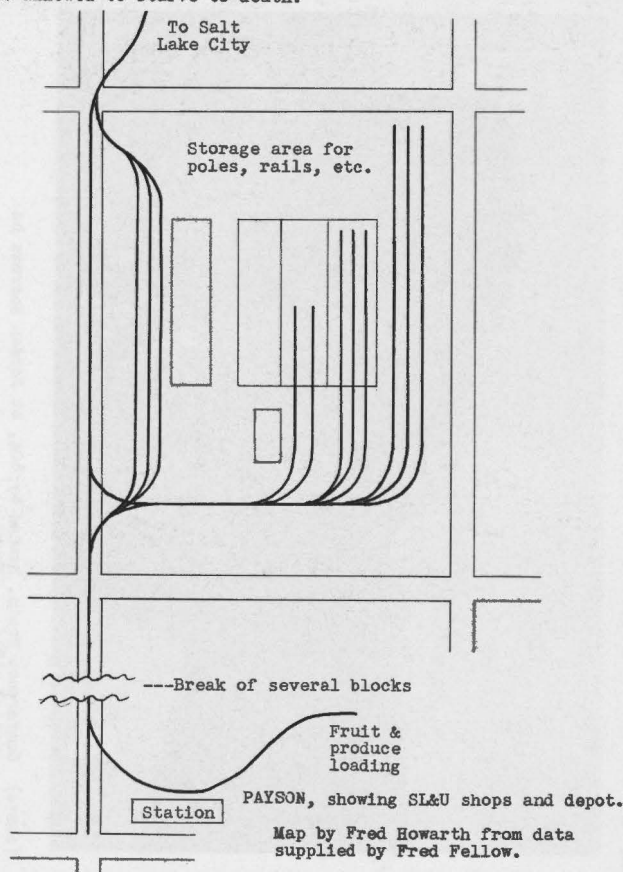
citing the Jordan River bridge of 360' as one which needed to be entirely replaced. W. R. Thomson, SL&U's superintendent of maintenance, testified that \$289,000 would be required to put roadbed and equipment in good condition. These hearings lasted from February 4th to February 7th, 1946, and brought out the sad fact that SL&U was operating on a day-by-day cash basis, so low had its financial resources sunk.

On February 23, 1946, Mr. Quinney, the receiver, appeared in court and stated that he was unable to meet current operating expenses from the railroad's income. Judge Tillman D. Johnson thereupon ordered all operations on the SL&U discontinued effective at 12:01 AM March 1, 1946. Pending the final ICC decision, Judge Johnson stated, it was incumbent upon him to see that the railroad's assets were not dissipated, so he ordered the suspension of service.

After the arrival of the last northbound train on February 28th, passenger equipment was deadheaded back to Payson. Emergency freight switching on SL&U trackage in and around Salt Lake City was performed immediately by Bamberger crews, using SL&U 101 on 1500-v. trackage. Bamberger, D&RGW and UP, by informal agreement, took upon themselves the responsibility to care for other SL&U shippers for the time being.

The SL&U was dead physically, but not legally. Its properties remained in a dormant state awaiting the decisions of the UPSC and the ICC. On April 29, 1946, the ICC authorized SL&U to abandon its entire property effective June 8, 1946. In June, 1946, the UPSC also gave its permission for SL&U to abandon. The receiver, S. J. Quinney, was granted authority to sell the company's property for salvage. He realized \$1.10 for each \$1.00 originally invested.

In the bidding for trackage of the defunct SL&U, the sale being held at the Provo City & County Building on July 26, 1946, the only participants were Bamberger and D&RGW. Bamberger first bid \$202,000 for trackage from 6th South to 13th South, Salt Lake, and from Pleasant Grove to Grundy (south of Provo), but withdrew its offer when the property was divided into segments. D&RGW made its bid of \$145,000 for the same property. Bamberger thereupon successfully bid \$100,000 for trackage from 6th South to the north line of Fayette Ave. extended. Bamberger's only other winning bid was a \$1 bid for the SL&U's half of the Salt Lake Terminal. The D&RGW thereupon purchased the following: (1) Fayette Ave., Salt Lake, to 13th South, \$5,000; (2) 13th South to 8th West, \$12,425; (3) 8th North, Orem, southward through Provo to D&RGW's own line, \$70,000; (4) West Jordan trackage, \$1937; (5) Springville trackage, \$2185; (6) Spanish Fork trackage, \$10,706. SL&U's real estate holdings, including stations, were sold at auction the following day. Railroad equipment was sold for salvage on July 27th, and was bought by the salvage concern of Hyman Michaels & Company. Immediately those portions of the line not sold were ripped up; trolley wire came down, the cars were disposed of by selling them for further use or, if this was impossible, they were cut up for scrap. The dismantlement of the SL&U was complete; the visitor to Utah County today would encounter little to remind him that once the Orem Road was hailed as the saviour of this prosperous region. The big red interurban trains built up the area, then were allowed to starve to death.



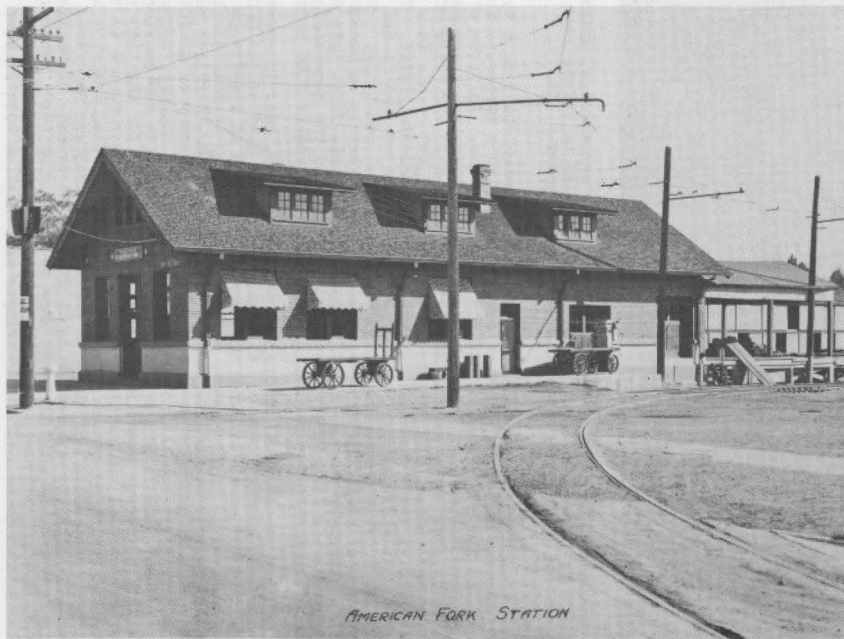


(Above) Conference Train, headed by 604, at Jordan Narrows on April 9, 1916. (Bray)

(Below) American Fork Station, about 1917. (FF)

(Top Right) Train 88, car 604, near Payson Shops, June 18, 1942. (JS)

(Bottom Right) Train 7, car 608, meets Train 10, cars 609 & 851, at Chipman Siding on September 8, 1945. (JS)



PAYSON SHOPS

The location of the SL&U's shops was a bone of contention all along the route of the Orem Road. Provo, being the largest city in Utah County and centrally located, made a very strong bid, with its various newspapers carrying front page editorials on the subject. Lehi also wanted the SL&U shop payroll, as did American Fork. Orem refused to commit himself, however, until the road was completed to Payson. Then he made the announcement: the SL&U's shops would be built at Payson. Considerable resentment arose, especially in Provo; we surely cannot blame Provo for feeling put out, for certainly it was the main reason for SL&U's existence and would provide the lion's share of SL&U's business.

Orem perhaps reasoned that the SL&U in future years would build on, to Nephi and perhaps much farther. Such an event would make Payson a central point.

Ground for the Payson Shops was broken in June, 1916; a large car house was also built on the same plot of ground. Orem built his shops on a somewhat less pretentious scale: framework was of light steel and siding was of corrugated iron. He did not stint on the necessary machinery, however, as witness the very good rebuilding jobs performed on wrecks (603, 51, etc.).

The Payson Shops and car house were located on the east edge of town; SL&U came in from the east through a deep cut, then entered the street for the run to the center of town. Just as the single track hit pavement, there were the Shops, on the south side of the street. An entire city block was purchased by Orem, with the shop and car house buildings located slightly off-center to the southeast. Five tracks entered buildings, while three storage tracks ran alongside the car house on the southern edge of the block. To the rear of the buildings was an open area for the storage of poles, rails, etc. On the north frontage of the block were three more tracks, also used for car storage.

The passing years laid a heavy hand on Payson Shops. Not being built of permanent material, the buildings became rusted and weatherbeaten. Their woebegone air indicated all too clearly the fact that SL&U had fallen on evil days. After the road was abandoned, the shops were sold, and today are being used by private industry.

PHOTOS: (Top) Payson Shops about 1925.

From left to right buildings are: Office and material storage, Shop Annex, Shop proper, and Car house. In the yard we see cars 607, 751, 851 and 701. The photo looks eastward. (FF)

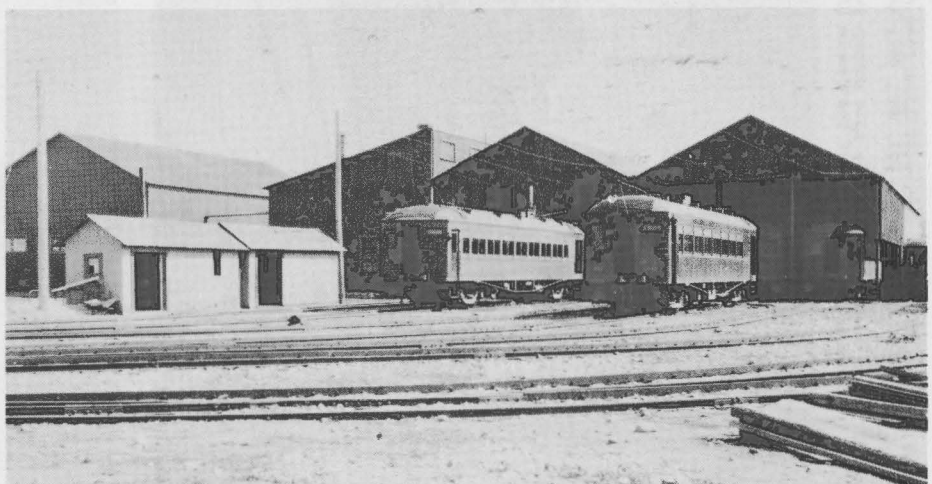
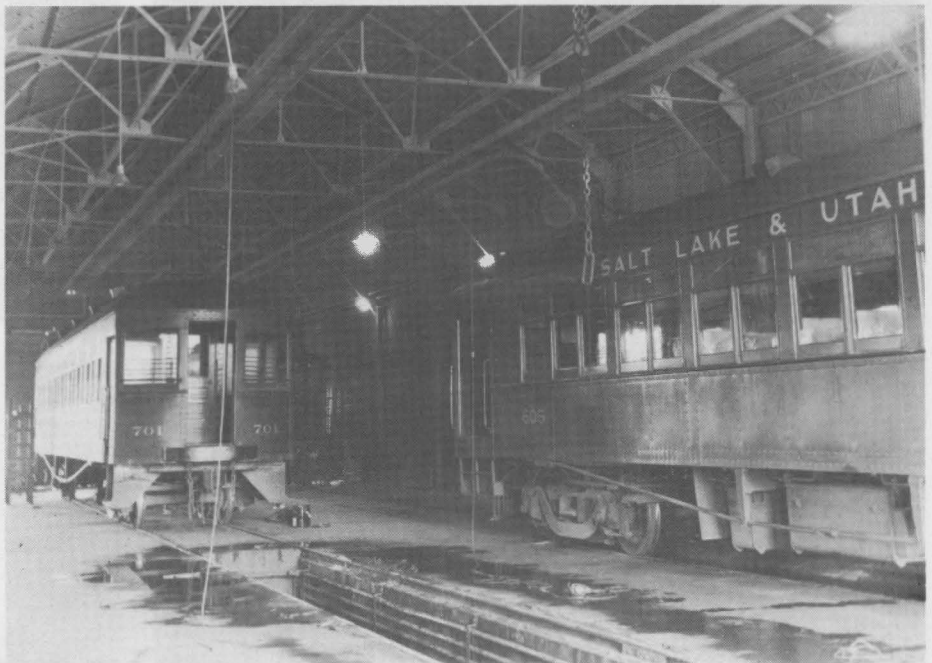
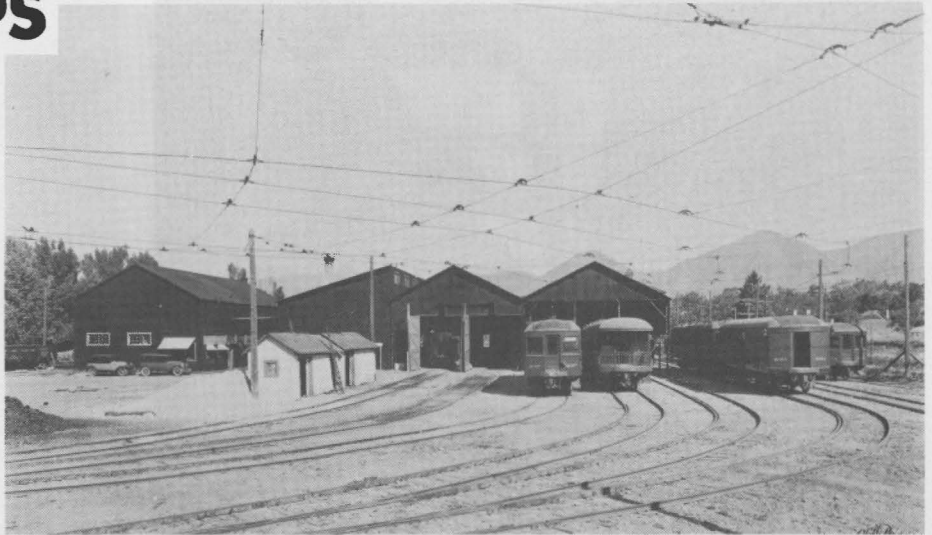
(Center) Interior of shop. Cars 701 and 605 are shown. (FF)

(Bottom) An early view of the Payson Shops. Cars are 601, 611, 701, and one of the Provo single-track streetcars---either 11 or 12. (GK)

PROVO STREETCARS: The project of providing the City of Provo with streetcar service turned out to be a headache for SL&U. The city campaigned hotly for a local service, and SL&U gave it for about two years. Patronage was so light (some days' receipts falling as low as 20¢), that SL&U withdrew the little single-track cars about the time we entered World War I. One of the streetcars was thereupon used on a one-mile spur running out of Spanish Fork to a sugar factory; this operation continued until about 1923.

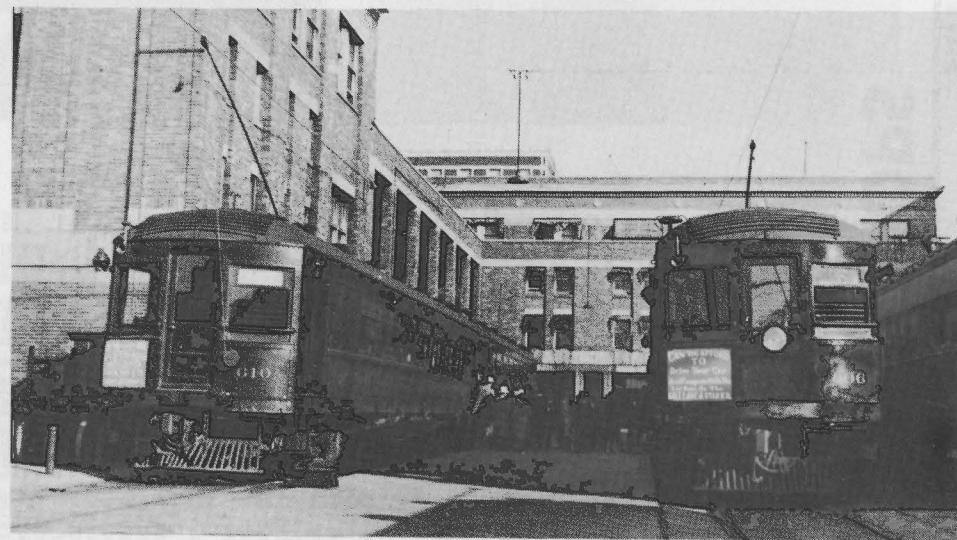
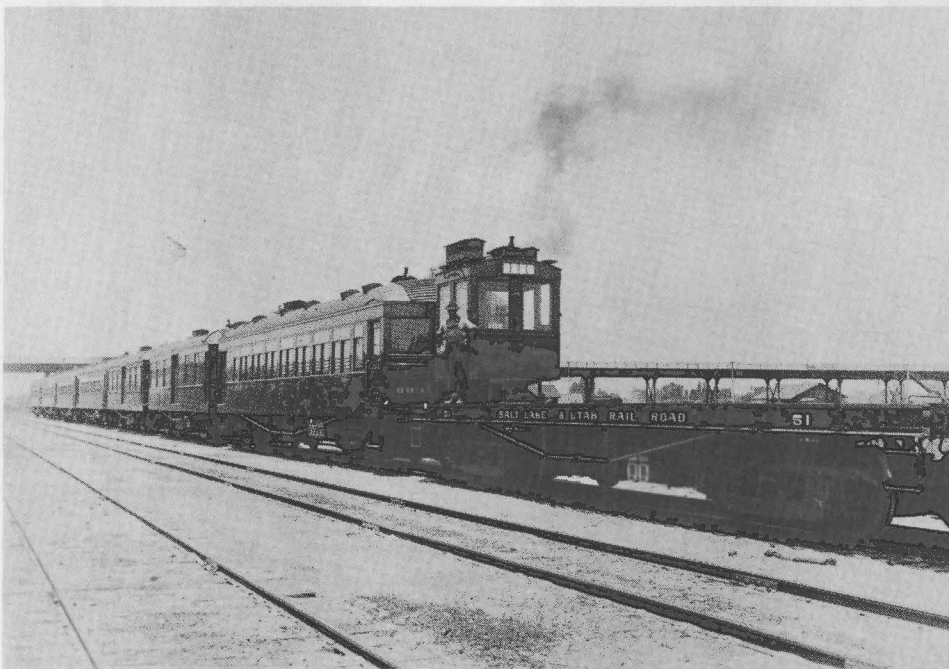
SL&U first purchased two (?) used cars from Utah Light & Traction Company for the Provo service, but these were stored behind the Payson Shops for years, finally being scrapped, never having been used by SL&U.

Single-track closed cars 11 and 12 were purchased in 1914 and were 31'8" long. In 1923 they were withdrawn from Spanish Fork service and retired. The bodies became chicken coops, while their motors were put into a rotary snow plow built by SL&U and used to turn the blades. (Photo, page 88)



(Above) SL&U's first cars arrive at Ogden from Niles, Ohio, on July 3, 1914; in this lineup are 51, 603, 801, 802, and 601, 602, 604, 605. (FF)

(Below) Provo Station about 1917; note Mormon Temple in background; SL&U purchased the west side of the Temple block for this depot. (FF)



(Top) Interior of car 609; note high-back seats, bare floor. (FF)

(Below) Salt Lake Terminal, 1937, with SL&U 610 and 606. (FF)

PASSENGER CARS 601-609

SL&U cars 600-609 were constructed for approximately steam road conditions, fast speed, multiple unit trains and 750-1500 volts direct current.

Their principal features were (a) light weight with great seating and baggage capacity, (b) great strength from steel plate girders full height of sides, and (c) economical maintenance through the use of standard commercial shapes and plates throughout, which could be quickly repaired or replaced in any railway shop with usual tools.

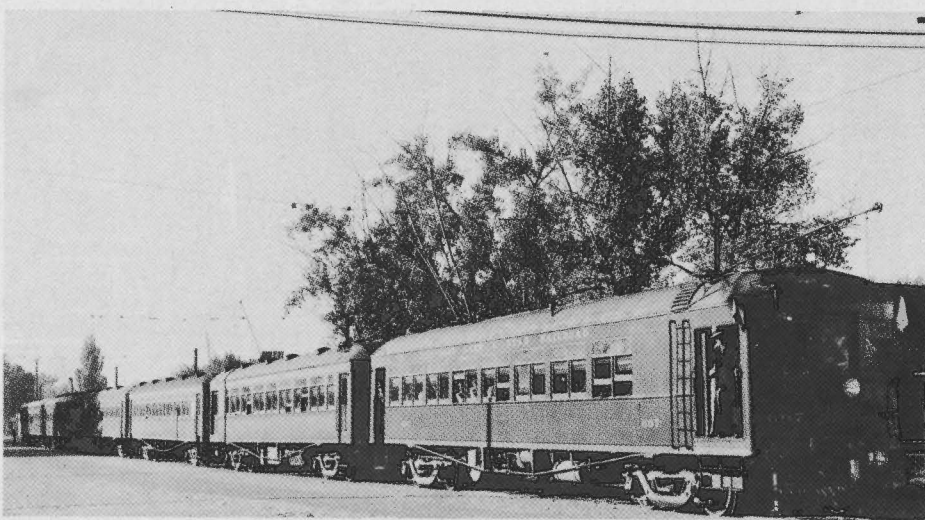
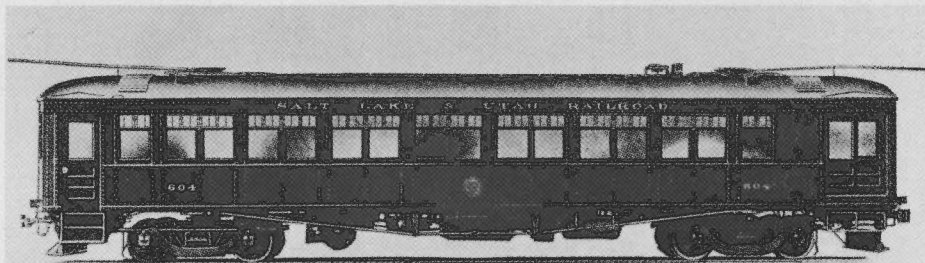
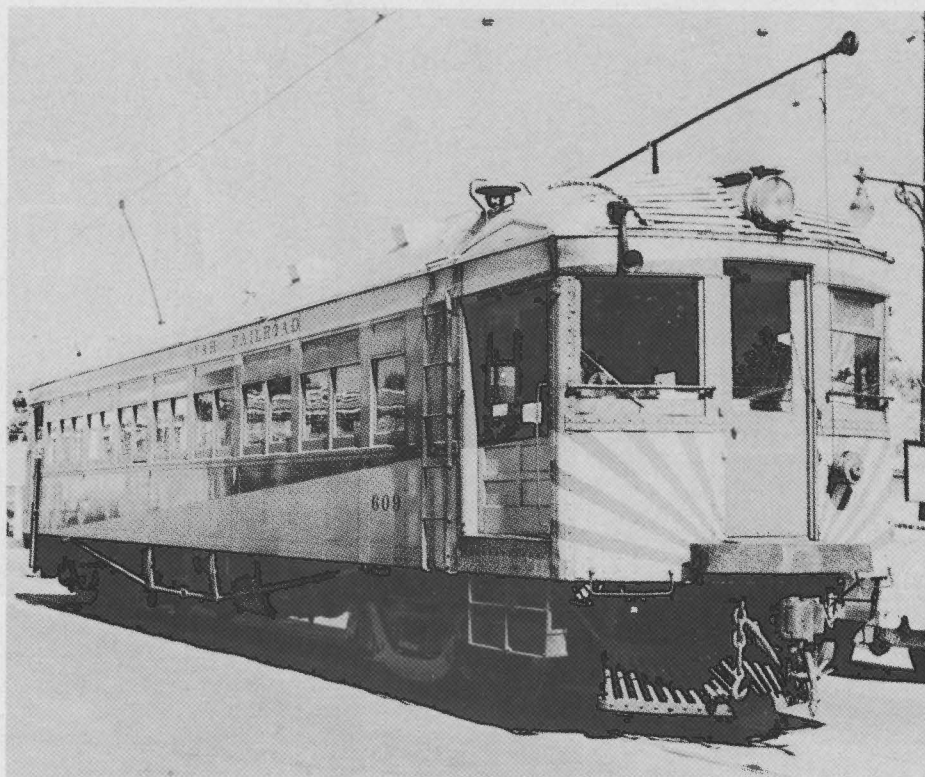
GENERAL DIMENSIONS AND SPECIFICATIONS:

Length over buffers	61'8"
Length main compt.	31'0"
Length smoking compt.	10'11"
Length baggage room	11'9½"
Length bet. posts	33"
Width over all	9'6"
Width at sills	9'4"
Width of seats	40"
Width of aisle	25½"
Seating capacity	66
Weight complete:	86,000 lbs.
Weight car body:	38,392 lbs.
Trucks:	Baldwin 84-35 AA
Truck w.b.:	7'0"
Wheels:	36"
Axles:	6"
Motors:	4 Westinghouse 334-E6, 110 hp.
Brakes:	West. Automatic, dynamotor
Underframe:	Steel
Side frames:	Plate girders, sills to Ltr.bd.
Bulkheads:	Steel
Roof:	Steel carlines, wood & canvas
Roof, interior:	Agasote
Couplers:	Janney MCB radial, spring buffers
Seats:	H&K 199-EE plush and leather
Curtains:	Pantasote with Forsyth fixtures
Heaters:	32 electric
Toilet:	Dry hopper
Ventilators:	Lintern automatic
Lights:	14 96-watt lamps, Alba shades
Doors, sashes & interior linings of mahogany and Agasote	
Glass:	Imperial prismatic outside, leaded cathedral inside, 32 oz. crystal
Cooler, with bubbling cup	
Control:	Westinghouse HL

Cars 601-605 were built in 1914, while similar cars (also built by Niles) 606-609 were built in 1916. All were capable of 60 mph and all were double-end but usually ran combo end first.

601-605 arrived at Ogden on July 3, 1914, along with cars 51, 801 and 802. They were taken to the Bamberger Shops for installation of air and electrical equipment, and on July 9 car 604 was ready for its first run; on its test trip over the SL&U from Ogden to Salt Lake City it had on board such important guests as Mr. W. C. Orem, F. M. Orem, Julian Bamberger and others. The test was very successful. On July 20 the same car introduced electric operation to SL&U rails when it received its official try-out between Salt Lake and Jordan Narrows. Newspapers the next day had this to say of the dark red car: "It was prettily and conveniently equipped---starting is accomplished with remarkably quick acceleration and entire freedom from jerks or jars." In rapid succession the other four cars were released for service and the SL&U was ready to operate.

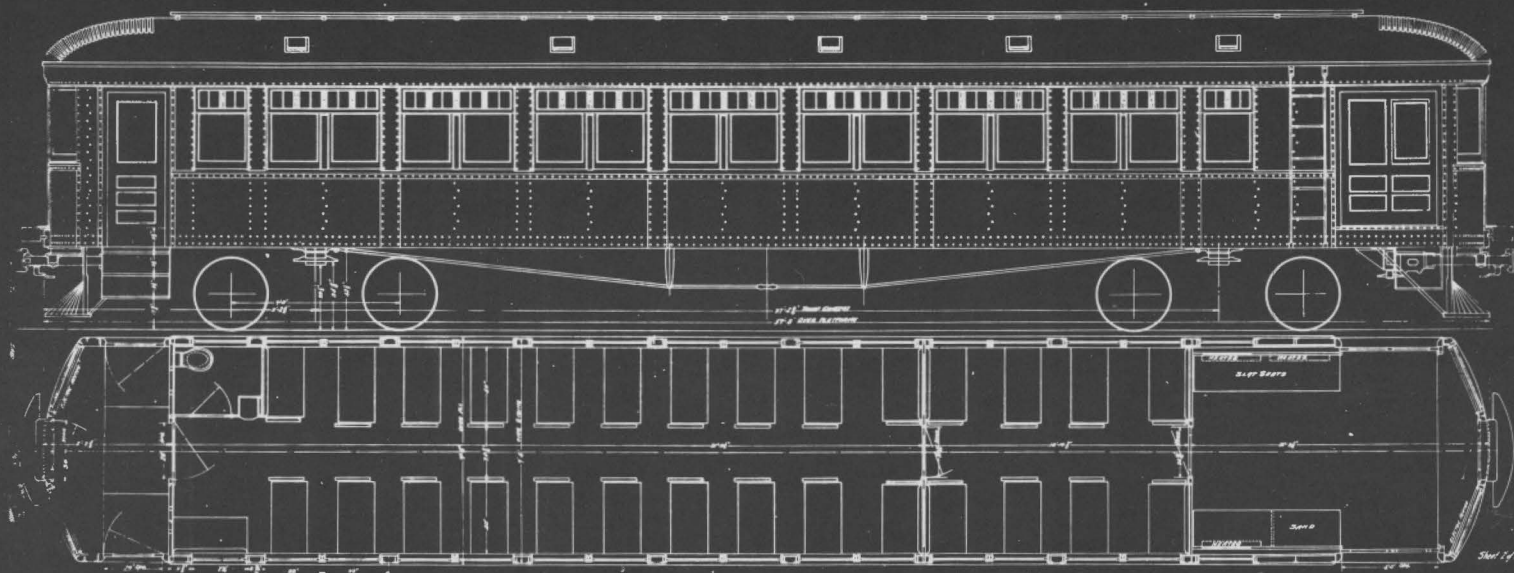
The passing years brought varying fates to SL&U passenger cars: 601, off trucks in field at Provo; 602, scrapped at Price late in 1946; 603, believed to have been sent to Rock Springs, Wyoming, for use as building; 604, to Rock Springs; 605, retired in 1930; 606, out of service 1938, scrapped at Payson, 1946; 607, to Rock Springs; 608, to Rock Springs; 609, last seen in Lehi, 1946, at D&RGW interchange; 610, scrapped at Payson 1946; 611, burned at American Fork, January 1947; 701, sold to Kennecott Copper Co. for use at Bingham copper pit; 702, also to Kennecott; 751, sold to Bay Area Electric Railroad Assn. for preservation; 752, restaurant at Cedar City, Utah.



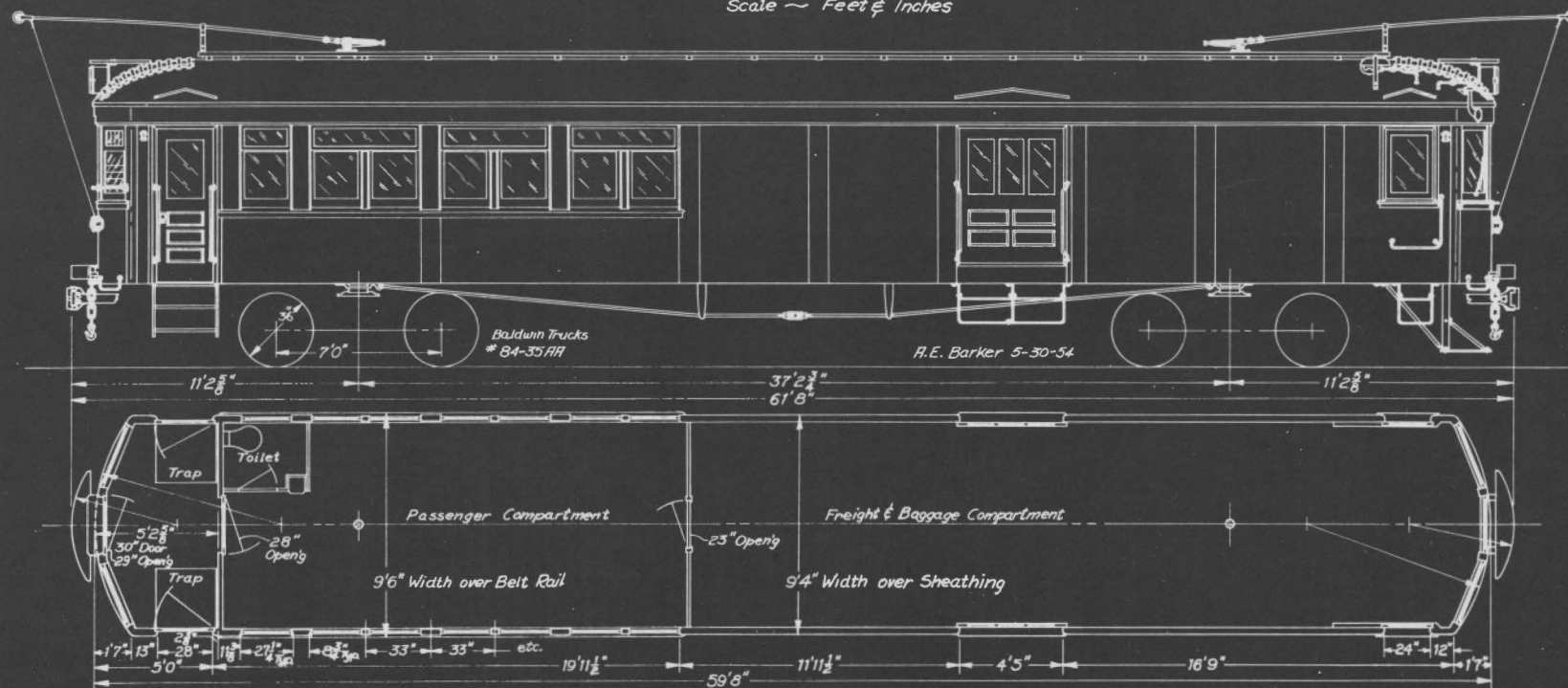
(Top) 609 at Payson, in September 1939. (GK)

(Center) Niles Builders' Photo: Car 604. (WC)

(Bottom) 607 and train of six cars, the usual maximum length. (GK)



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25
 Scale ~ Feet & Inches



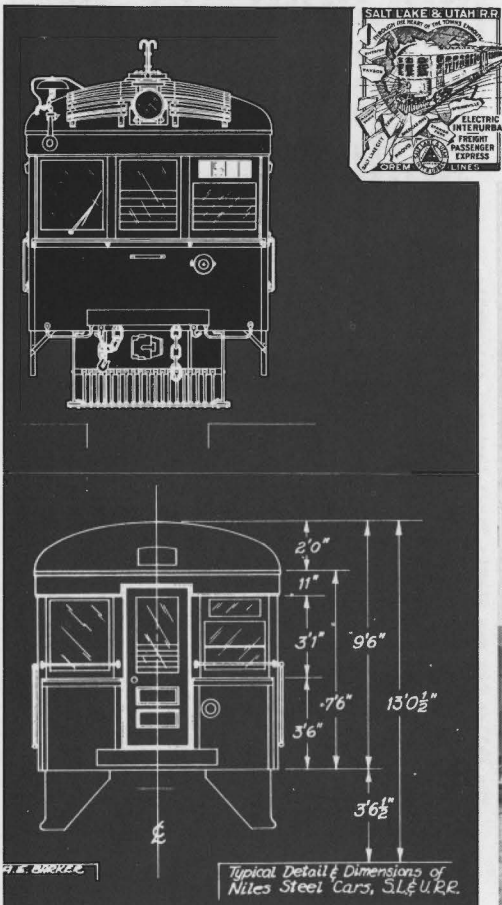
603

Car 603 originally was one of the SL&U's original passenger motors. In 1921 it was involved in a serious wreck with car 607, being so badly damaged that it was necessary to perform a major rebuilding. In the rebuilding, the car was considerably modified, receiving a baggage compartment much larger than it formerly had. After the rebuilding, its passenger capacity was but 26. It was given the "Red Arrow Freight" paint job, and thereafter was primarily an express car, working with 801, 802, 851.

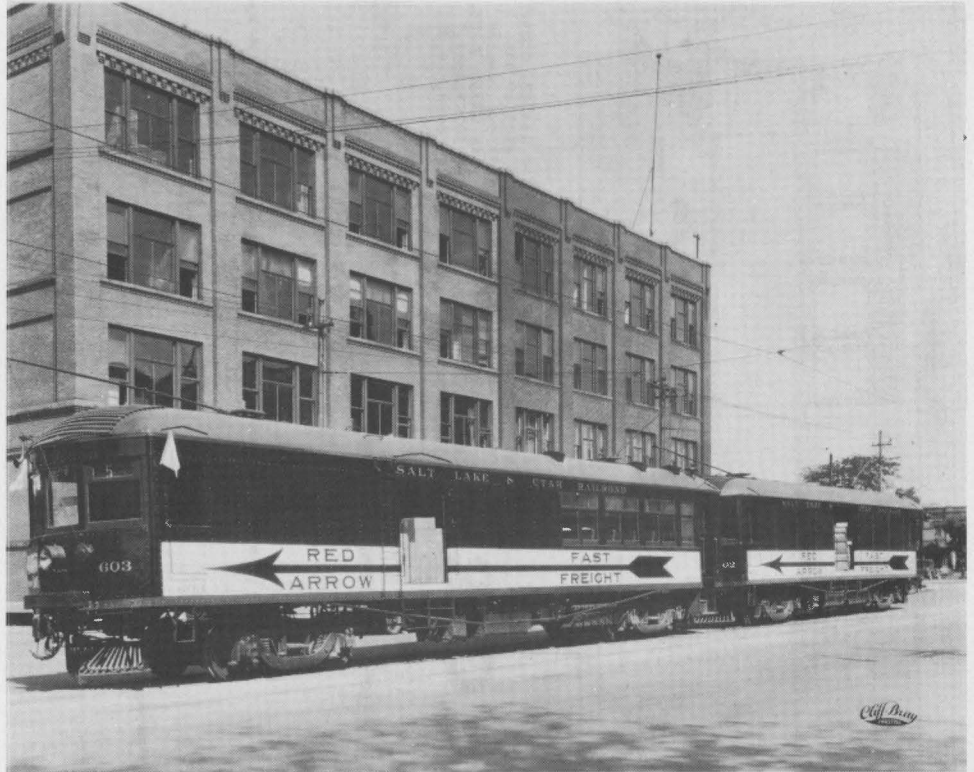
The wreck which caused 603's rebuilding occurred at the Utah Gravel spur below Taylorsville on Friday morning, November 18, 1921. Car 603, running as southbound train #3, had backed into the spur to make a meet with northbound train #2. After 603 took the siding, the conductor threw the switch for the main, but apparently the switch was blocked with snow, for #2, running at speed and composed of three cars headed by 607, headed into the spur and crashed headon into 603. Three SL&U employees were killed (including assistant trainmaster Gentle) and a score of passengers were injured. The ends of both 603 and 607 were badly damaged, but 603 suffered the most, being partially telescoped.

On the opposite page are the plans and elevations of the standard SL&U Niles passenger motors (top) and Al Barker's new drawing (his first in more than two years) of SL&U 603 after rebuilding. The top drawing is an official SL&U product, and is to the same scale as the drawing by our Mr. Barker.

Below are Barker's accompanying end elevations for car 603 (upper) and for all Niles-SL&U passenger cars (lower).

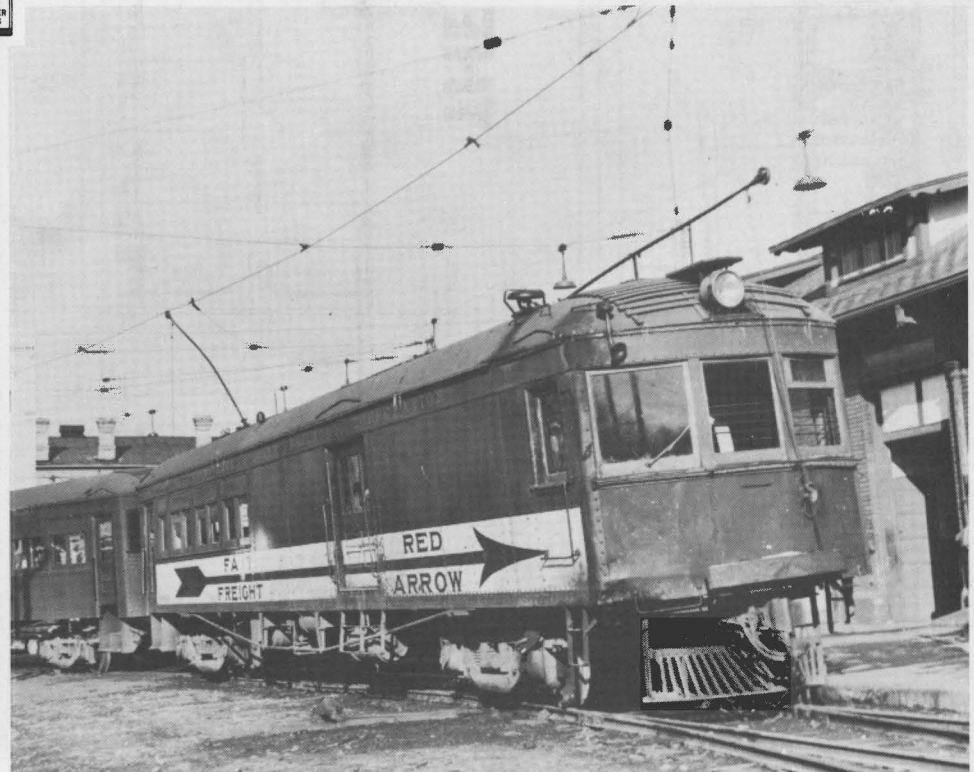


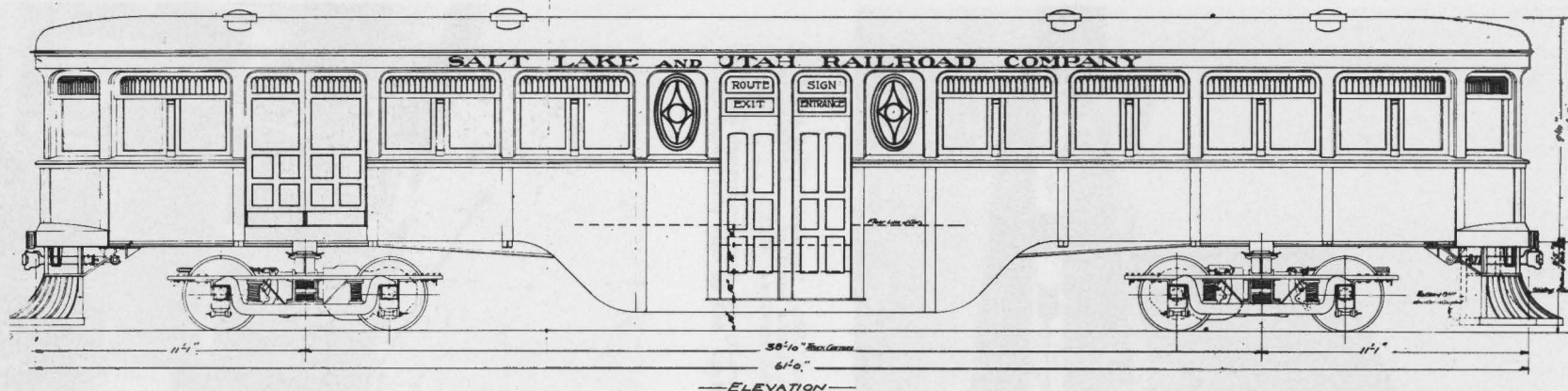
Typical Detail & Dimensions of Niles Steel Cars, SL&U.R.R.



Above we see 603 and 802 in Salt Lake City about 1924. The famous "Red Arrow Fast Freight" became a well-known trademark in SL&U's territory, signifying as it did convenient, fast and frequent LCL freight service. (GK)

Below is shown 603 many years later; its generally run-down appearance was typical of the entire SL&U system in the Forties. 603 in this photograph is hauling passenger trailer 701. (FF)

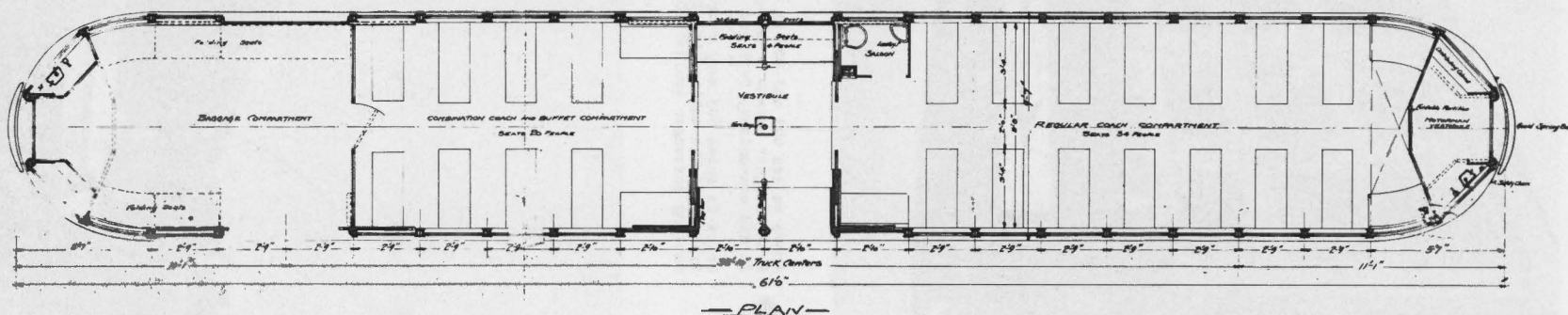




HALLER TYPE
COMBINATION PASSENGER, BUFFET AND
BAGGAGE, CENTER ENTRANCE
DOUBLE END STEEL CAR
FOR INTERURBAN SERVICE
— SALT LAKE AND UTAH RAILROAD CO. —
— SALT LAKE CITY, U. T. —
— BUILT 1913 —

THE HALLER CAR

If SL&U did not like the Haller design, other companies did—as witness the similar but smaller cars built by Cincinnati Car Company in 1916 for the Kansas City, Clay County & St. Joseph Railway; these cars were 59'10" long, no baggage door, eight double windows, 78,000 lbs., and had motorman's door.



The Haller Car was SL&U's first-designed interurban. It was first announced in July, 1913, and the following newspaper item appeared in the Salt Lake "Herald-Republican" on August 9, 1913:

"The interurban cars, which were ordered last week by Mr. Orem, are regarded as the last word in electric car design. In general, the cars will be constructed with side entrances, with all doors controlled by pneumatic devices so that the doors of each car in a train can be operated by the conductor standing in the middle entrance of any one car. The cars will be 61 feet long, four feet longer than previous standards and will weigh approximately 38 tons. The price will range between \$12,000-13,000 for each.

"New features in seating arrangement will be provided. The baggage room will be at the front, with side doors, and next comes the smoking compartment. Back of this compartment is the entrance, so arranged that the conductor stands in the middle of the car where he can operate the doors on the 'pay as you enter' principle, altho the system of fares will not permit the universal application of the 'PAYE' system.

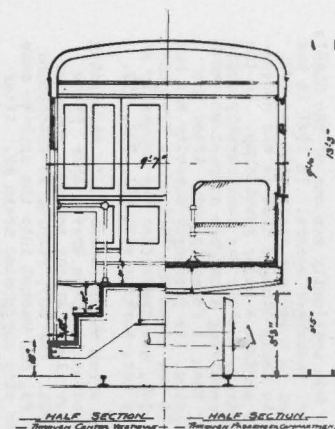
INTERURBANS

"The larger general compartment is at the rear of the side entrances, and so arranged that an unobstructed view can be had from both sides and rear in observation car effect. This seating arrangement is such that those wishing to enter the smoking compartment need not pass through the baggage compartment and, likewise, women under no circumstances will be compelled to pass through the smoking room. Each car with this arrangement will seat 74.

"General specifications for the cars have been drawn up, although some of the details of interior arrangement are yet to be decided on, and representatives of the car building company from Niles, O., are in daily conference with the officers of the SL&U with regard to the details. One of the features under discussion will be the providing of a buffet dining compartment on some of the cars."

Inasmuch as the Haller design was not followed in the construction of the SL&U cars (a traditional end-entrance design was finally chosen), it is apparent that these "daily conferences" concerned themselves with other than minor details.

An unusual feature of the Haller Car was its sliding pilot; pilots retracted about six inches when it was desired to couple Haller Cars together.



610-611

SL&U 610 and 611 were similar to the UIC's 500 Class. They were the newest of SL&U's passenger motors, and were the only true double-enders (601-609 had controls at rear for back-up purposes only). They saw most of their use on the Magna Branch, for which they were built. They generally resembled the 601s, the most apparent difference from the front being a higher, rounded-corner train door and a belt rail of the same height as the side belt rail; from the side it was much easier to tell the two types apart: the 610s had a Brill 27 MCB-3 truck, whereas the Niles cars had a Baldwin truck. Both used the obsolete (for steel cars, that is) truss rod, and both types were similar mechanically so it was possible for them to train together.

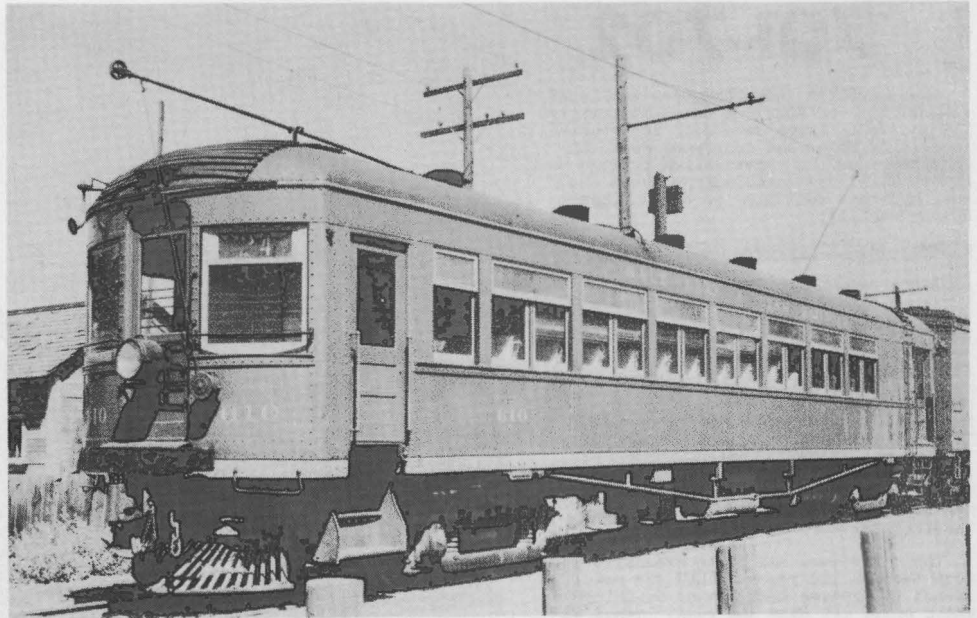
GENERAL SPECIFICATIONS:

Builder: American Car Company, 1917.
Length: 61'8" (over buffers)
Width: 9'4" (9'6" over grabs)
Height: 13'0" (rail to roof)
Weight: 85,892 lbs.
Motors: Four West. 334 (110 hp)
Control: HL
Brakes: West. AMM
Trucks: Brill 27 MCB-3 (7'10" w.b.)
Wheels: 36"
Truck Centers: 38'0"
Seats: 66

In body design, the Americans were the same as the Niles: a three-compartment car, with a baggage room, smoker, coach sections in that order. A toilet was at the left rear corner, with a longitudinal two-passenger seat opposite it. All the other seats were cross-seats. The smoker seated 16, the coach section 42, and the baggage section had slat seats which could accommodate 8.

610-611 were all-steel except for roofs which were wood and canvas.

Both these cars were ultimately burned. On Christmas Day, 1943, a defective heater started a blaze on 610 at Magna; the front end of the car was badly damaged and the car was taken to Payson where it was in dead storage until abandonment. 611 ran until abandonment, after which it was used as a bunk car by salvage crews. It was accidentally burned at American Fork in 1947.

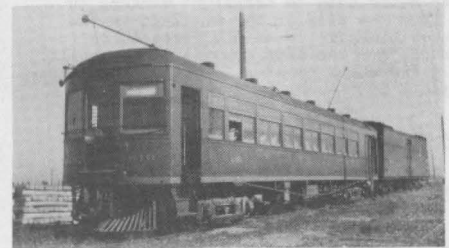


610 at Magna in the summer of 1937. This photo gives an excellent view of the passenger end. (WCJ)

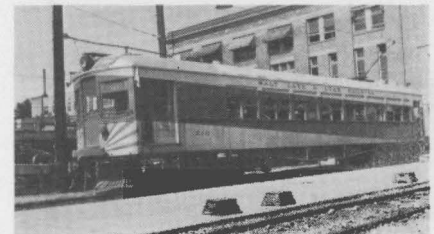
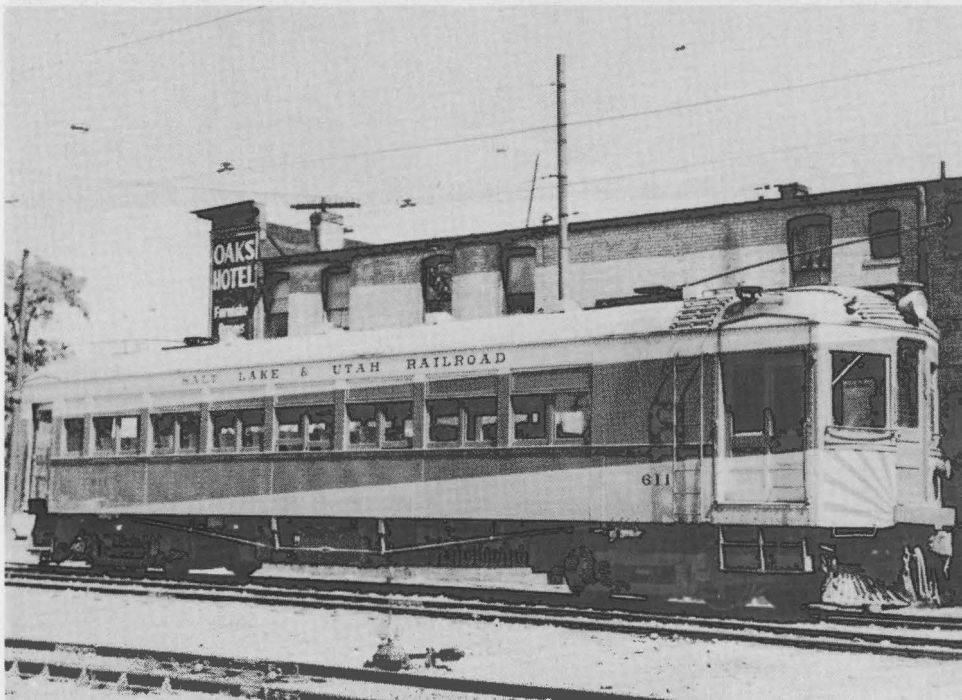


611 leads a four-car train out of Zion in 1942 (Wednesday excursion train); at Granger 611 will cut off for Magna. (FF)

Below: 611 at Salt Lake, 1945.

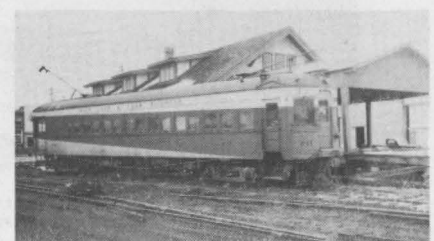


610 and an SL&U reefer at Granger in 1937; the Magna mixed. (WCJ)



(Above) 610 at Salt Lake City in 1943. (FF)

(Below) 611 at American Fork in 1947. At that time the car was being used by scrapping crews of the Hyman-Michaels Co. Rear pole was connected to local power. In late January, 1947, the car caught fire and burned to the ground. (FF)



701-702

SL&U operated four passenger trailers: coaches 701 and 702, and coach-observation 751 and 752. These cars were constructed in 1916 by Niles and conformed generally in appearance and construction details to SL&U's Niles passenger motors (with the very apparent omission of the baggage compartment).

GENERAL SPECIFICATIONS, CARS 701 & 702:

Builder: Niles Car Company, 1916.
 Type: Steel passenger trail coach
 Length: 60'7½"
 Width: 9'4" over sills (9'6" o.a.)
 Weight: 55,000 lbs.
 Seats: 66
 Motors: None
 Control: None
 Brakes: Westinghouse AMM
 Trucks: Baldwin
 Truck w.b.: 7'0"
 Wheels: 36"
 Couplers: Janney MCB radial, spring buff
 Seats: H&K 199-EE plush and leather
 Heaters: Electric

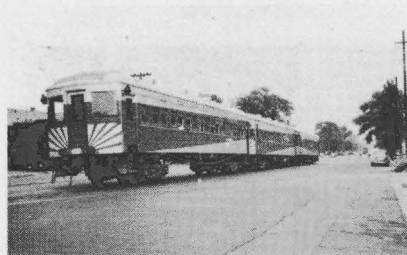
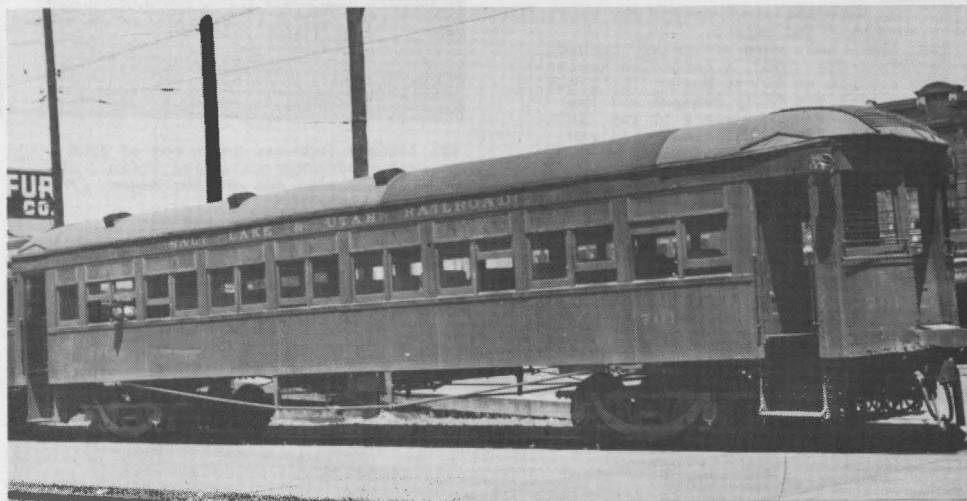
These trailers saw quite extensive use down through the years. SL&U was not averse to hauling them behind anything which could get over the road. Hence we note photographs of 701 and 702 training with locomotives, box motors and the 600s.

After abandonment, 701 and 702 were purchased by Kennecott Copper Company and are today being used to transport workers to and from the pits in the diggings in the area of Bingham. As the photo below indicates, one has been considerably rebuilt while the other remains in pretty much its original condition.

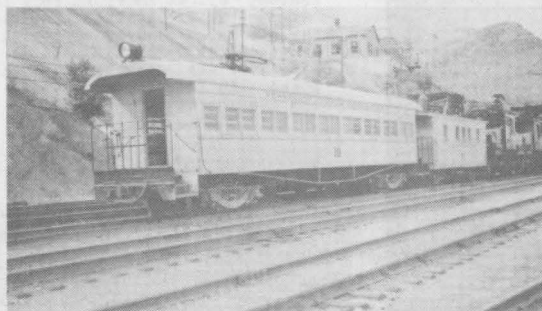
PHOTOS: (Top) 702, hauled by 604, at Provo, 1945. (JS)

(Center) 701 at Salt Lake in 1943; note its poor condition. (JS)

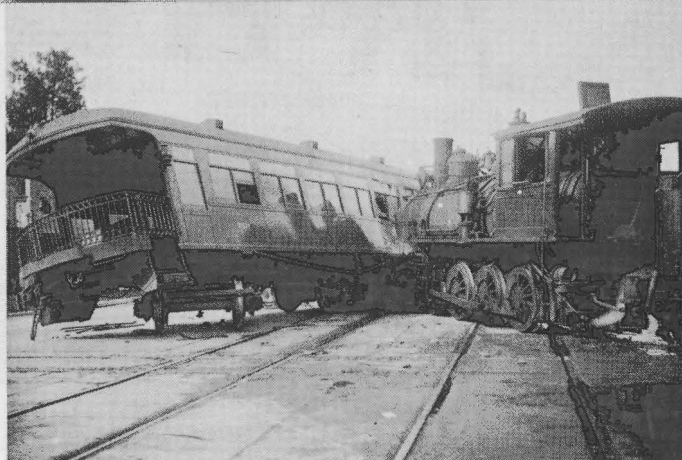
(Lower Right) Another view of 751 and a D&RG switcher meeting at Provo (see opposite page). (FF)



(Above) 702 in Salt Lake, 1945. (FF)



After being sold to Kennecott Copper Co. in 1947, the trailers were somewhat altered; one is shown above. (FF)



751-752

Trailer-observation cars 751 and 752 were purchased to add the final touch of class to SL&U's deluxe passenger trains, "Utah County Limited" (southbound) and "Zion Limited" (northbound). They were the only observation cars on a Utah interurban, and were heavily featured in early-day advertisements.

GENERAL SPECIFICATIONS, CARS 751 & 752:

Builder: Niles Car Company, 1916
 Type: Steel passenger trailer-observation coach
 Length: 60'7 $\frac{1}{2}$ "
 Width: 9'4" (9'6" over all)
 Weight: 52,500 lbs.
 Seats: 62
 Motors: None
 Control: None
 Brakes: Westinghouse AMM
 Trucks: Baldwin
 Truck w.b.: 7'10"
 Wheels: 36"
 Couplers: Janney MCB radial, spring buff.
 Seats: H&K 199-EE plush and leather
 Heaters: Electric

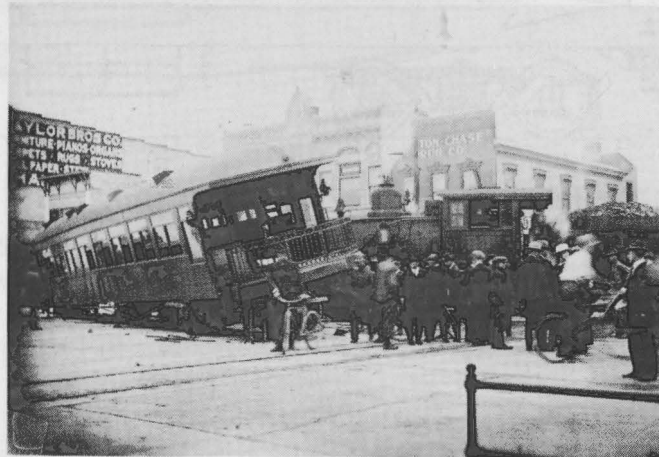
With the decline in patronage after the automobile came into general use, the observations saw less use. In more recent years, it was an event when both happened to be in service at the same time. Perhaps one reason for SL&U's reluctance to put them on the line was the fact that farmers delighted in throwing off the chairs on the observation platform as the train sped past their farms; this informal gift shop problem was not solved until SL&U arbitrarily removed all seats from the platforms.

After abandonment, 751 was sold to the Bay Area Electric Railroad Association which has used it on excursions, running out of Oakland. 752 became a restaurant at Cedar City.

PHOTOS: (Top) 751 on "Utah County Limited" in 1916. (FF)

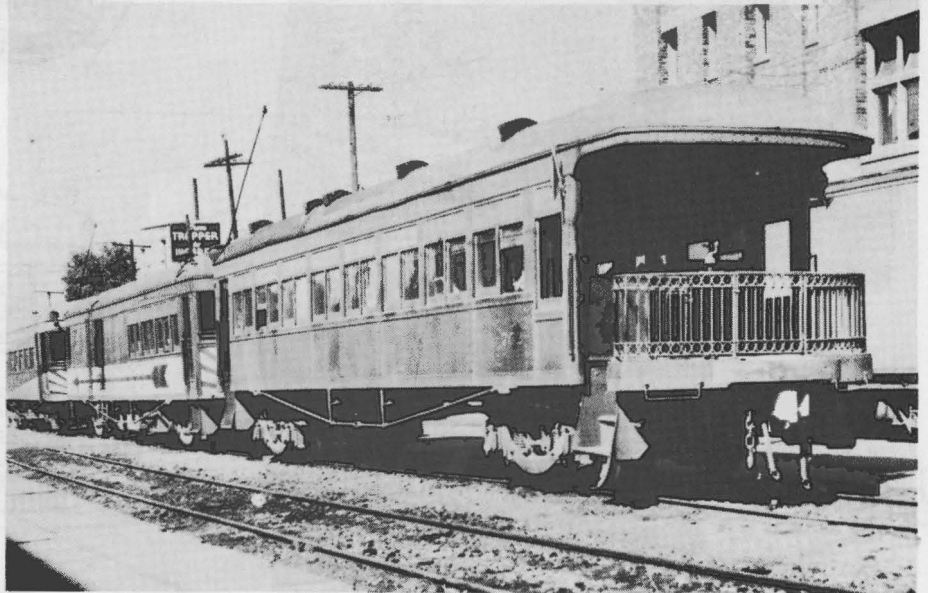
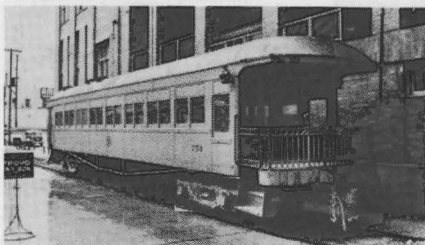
(Center) 751 and a D&RG switch engine tangled in Provo in 1917. (FF)

(Below) 752 at Salt Lake Terminal, 1945.



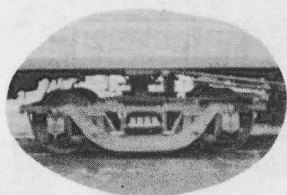
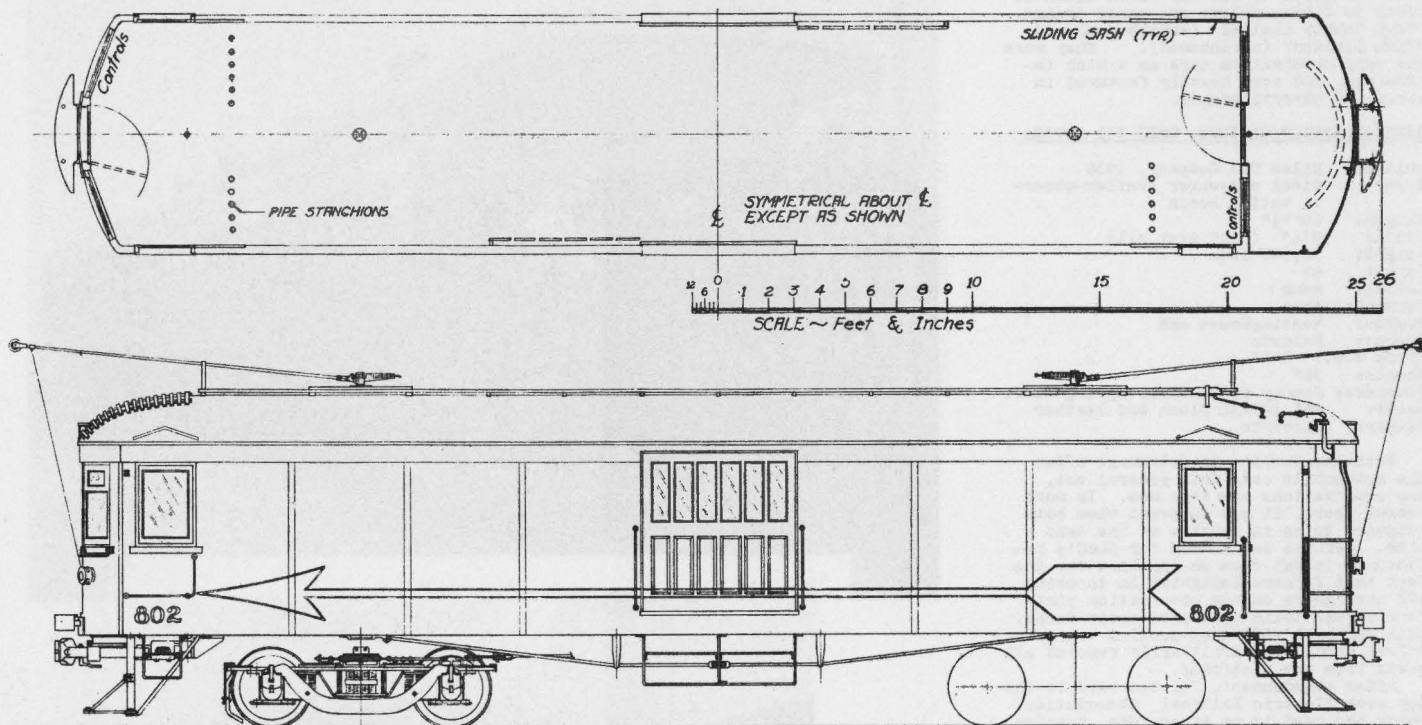
(Above) A rare occasion---both obs out at once. Taylorsville, in October, 1943. (FF)

(Below) 751 at Salt Lake Terminal on June 7, 1945. (CDS)

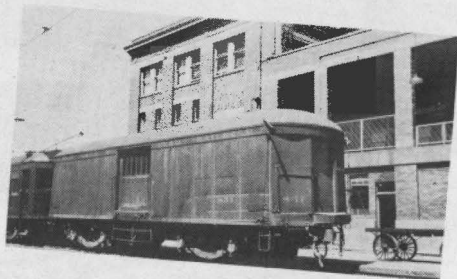
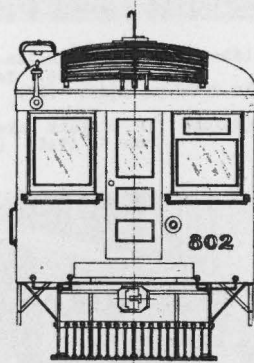
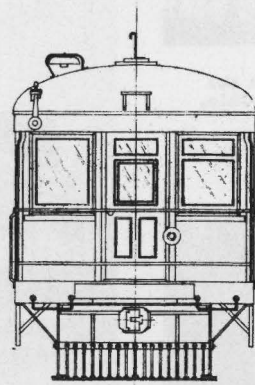
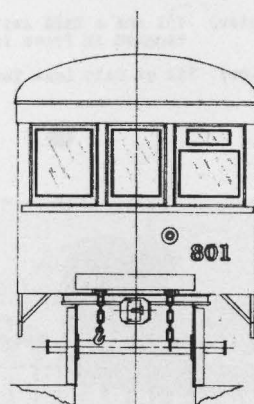
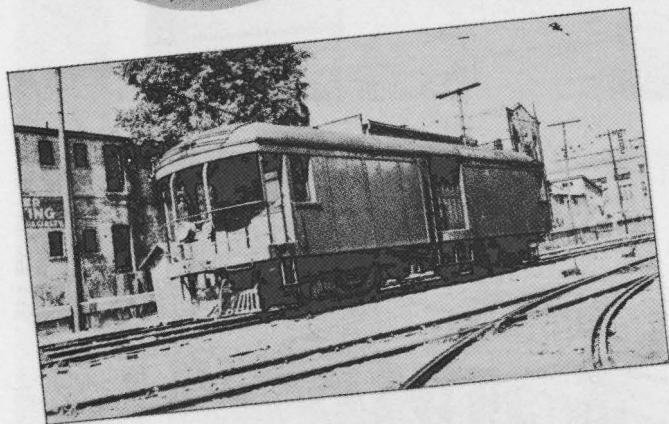


801-802, 851

EXPRESS CARS



SALT LAKE & UTAH RAILROAD CORPORATION
 EXPRESS-BAGGAGE MOTORS 801 & 802
 BUILT 1914 - NILES CAR & MFG. CO.
 A.E. BARKER 4-11-48



INTERURBANS

801-802, 851

Express cars 801 and 802 were good examples of 50-ft. express, baggage and freight motor cars for train service and hauling freight cars. They had steel underframes and were sheathed outside with steel. Originally the cars had wood sheathing from belt rail to letterboard. Their bodies and roofs were composite wood and steel.

Originally these cars had four windows on each side, and also had a door on each end to permit loading of long objects, such as poles. There was a 6' sliding door midway on sides.

Years of rough treatment, including several accidents, resulted in the rebuilding of the cars in 1922. At that time the wood sheathing above the belt rail was replaced by steel and the four side windows were covered. Ends were also rebuilt, with 801 receiving a completely solid front end and 802 getting a train door; rear ends were left open except for the steel framework, giving them a novel appearance.

The cars saw considerable service after their rebuilding. 801 was used many times to haul passenger trailers on regular runs while 802 had a wooden platform erected on its roof and became SL&U's line car.

851: An express trailer greatly similar to 801-802 was built by Niles in 1914 and was numbered SL&U 851. It, too, was steel sheathed below the belt rail and wood above. The 851 was designed for hauling milk, but in the course of its career it hauled almost every imaginable commodity. 40'0" long.

SPECIFICATIONS, CARS 801-802:

Builder: Niles Car & Mfg. Co., 1914
 Type: All steel express motor car
 Length over All: 52'0" (spring buffers)
 Length over End Beams: 50'0"
 Bolster Centers: 28'0"
 Height, Rail to Sill: 3'6"
 Height, Sill to Roof: 9'4"
 Height, Sill to Eaves: 7'6"
 Width over Sheathing: 9'4"
 Width, Inside: 8'8"
 Width, Baggage Door: 6'0"
 Trucks: Baldwin 84-35
 Equalizers: Crescent
 Journals: 5 x 9
 Wheels: 36"
 Truck Wheelbase: 7'0"
 Motors: Four West. 334-E-6 (115 hp)
 Voltage: 750-1500 DC
 Weight of Car Body: 29,000 lbs.
 Weight on Track, Complete, about 38 tons.
 Automatic Air Brakes with Dynamotor
 Couplers: Janney Radial
 Buffing Devices: Gould Radial Spring
 Pilots: Steel
 Safety Equipment: Standard I.C.C.
 Underframe had six 8" 18-lb. I beams, full length

PHOTOS: (Top) 802, as it appeared when new. Note its end door, windows in side, and wood slat siding from belt rail to letter board. 801 & 802 employed similar trucks and motors to the SL&U passenger motors, but were geared somewhat lower. (FF)

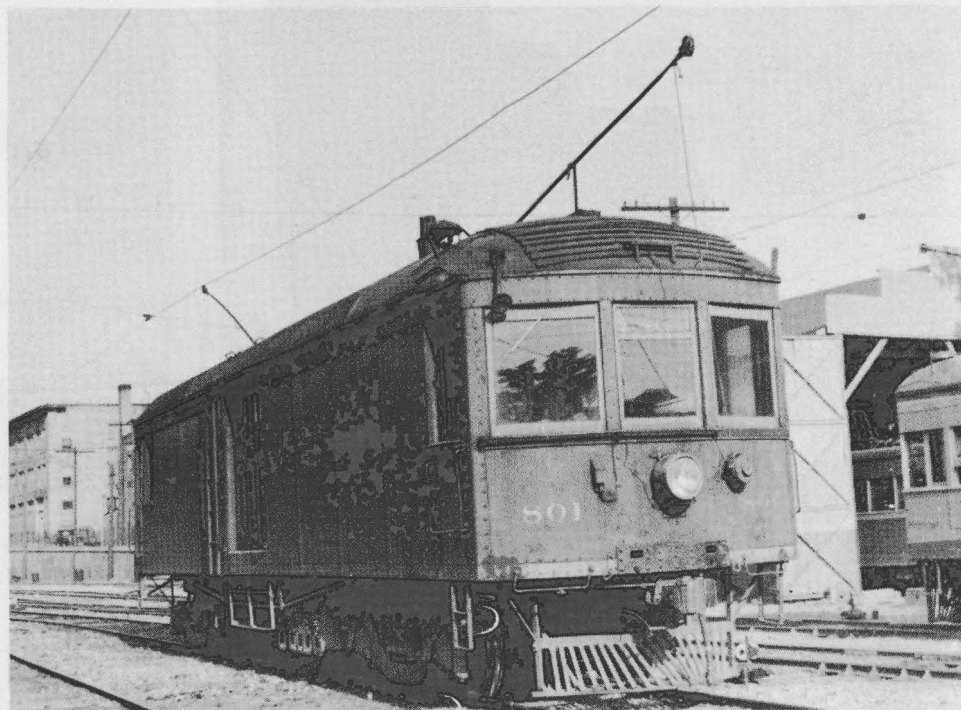
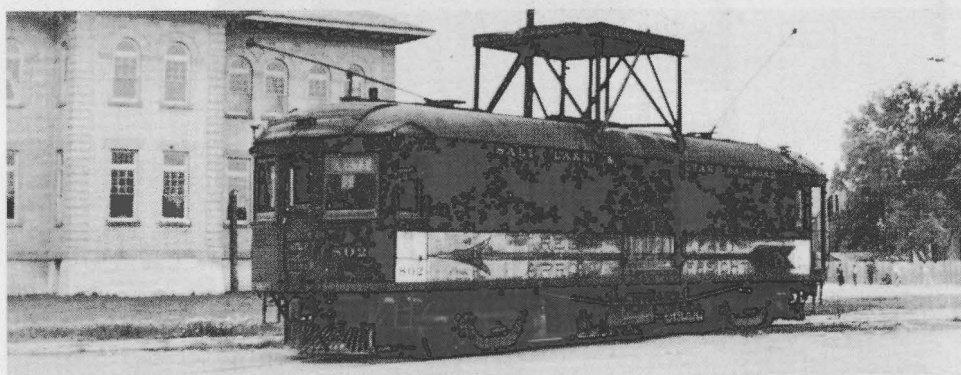
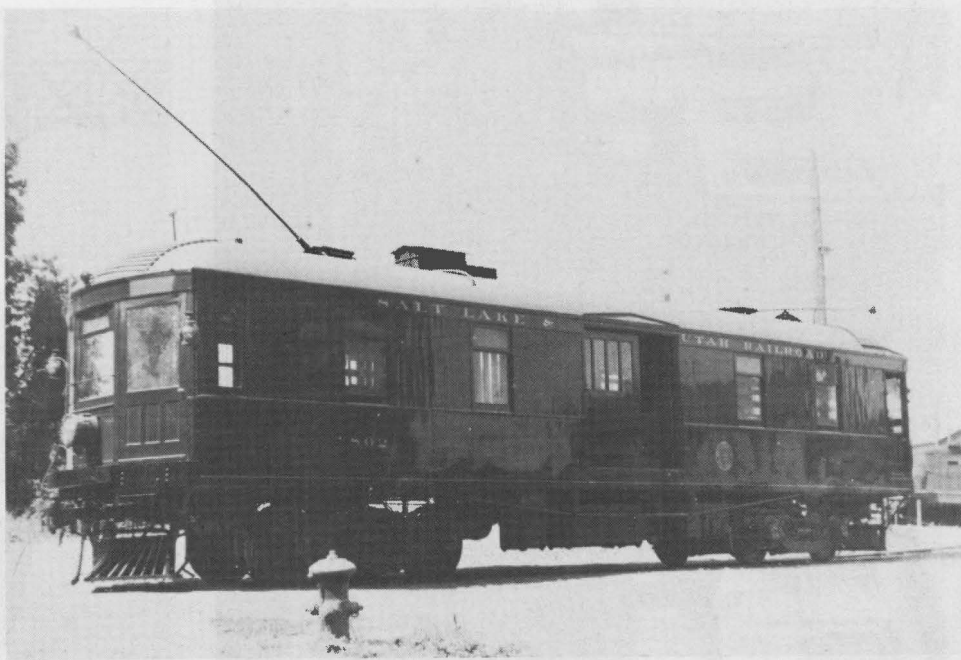
(Center) Many years later business had lessened to a point where 802 could be released for use as a line car. This photo shows it with its permanently mounted wooden tower; Provo, 1940. (IS)

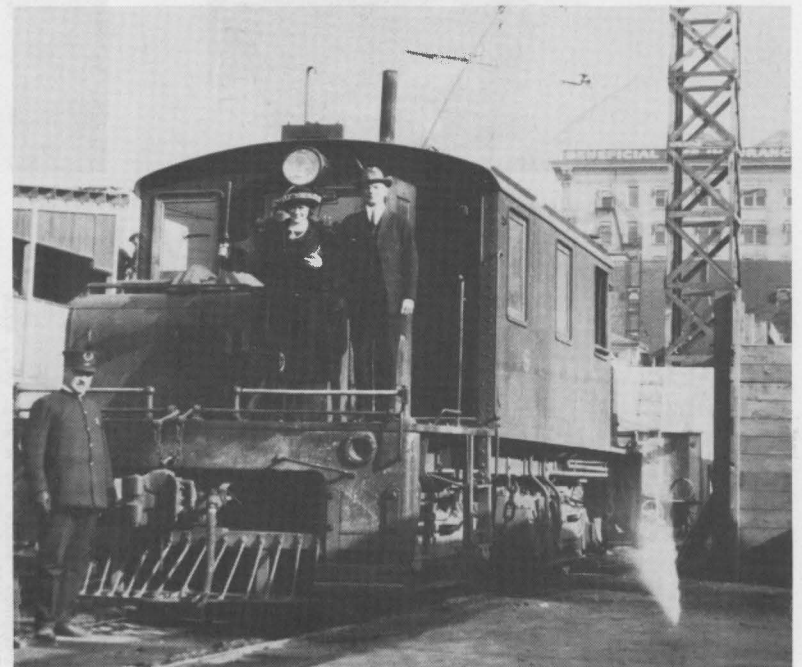
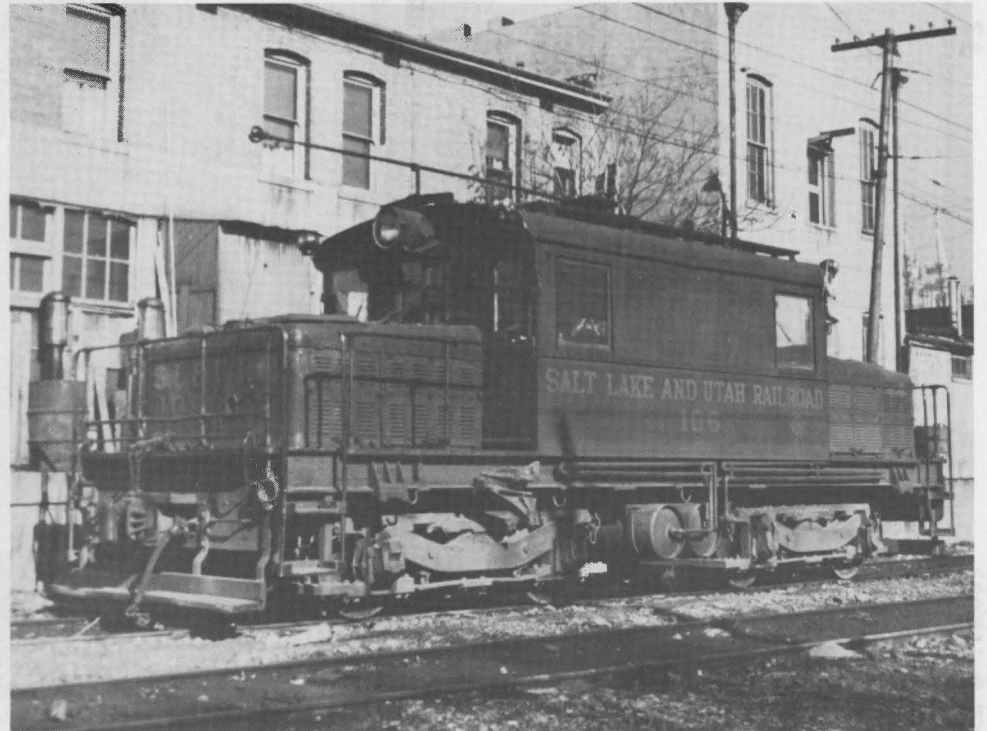
(Bottom) 801 received a solid end (no train door) in the 1922 rebuilding. This gave the car a considerably different appearance from 802. The car is shown here at the Salt Lake Terminal on June 23, 1942. (JS)

(Opposite Page) The 1922 rebuilding gave both cars unique open-air rear ends. Why, no one seems to know. In this photo, taken by Fred Fellow in 1940, 801 is at the Salt Lake Terminal.

In the lower photo, 851 is shown at Salt Lake Terminal. (FF)

After abandonment, 801 went to Rock Springs, Wyoming, for use as a building, 802 became a shed at Granger, Utah, and 851 went to Rock Springs.





LOCOMOTIVES

The electric locomotives of the SL&U were of the Baldwin-Westinghouse steel steeple cab type except the first, number 51.

51: This was the first electric locomotive to be obtained by SL&U. It was built by the Niles Car Company in 1914, and was a part of the SL&U's original equipment order. It was of the open bed, end cab type as shown in the illustration to the right. The open bed permitted the carrying of construction, wrecking and other materials when so desired.

The bed was composed of eight 10" 40-lb. I-beams full length with diagonal and cross framing of steel. The cab was mounted on heavy cast pedestals 19" above the floor. On either side of cab was space for carrying rails, poles and long material. The stake pockets along each side were riveted to the steel bed. The cab was of wood, sheathed outside with steel, and the floor underneath the cab was covered with steel. Ends were fitted with pilots, MCB radial couplers, spring buffers, and I.C.C. standard fittings.

The 51 had a short life, however. 1915 saw it involved in a head-on collision with SL&U's steam locomotive #26 north of Lakeview. It was then stored at Payson, pending rebuilding into #52.

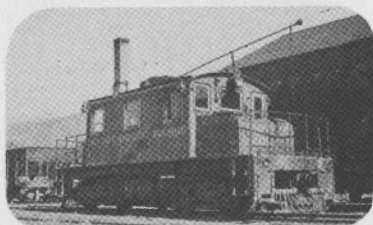
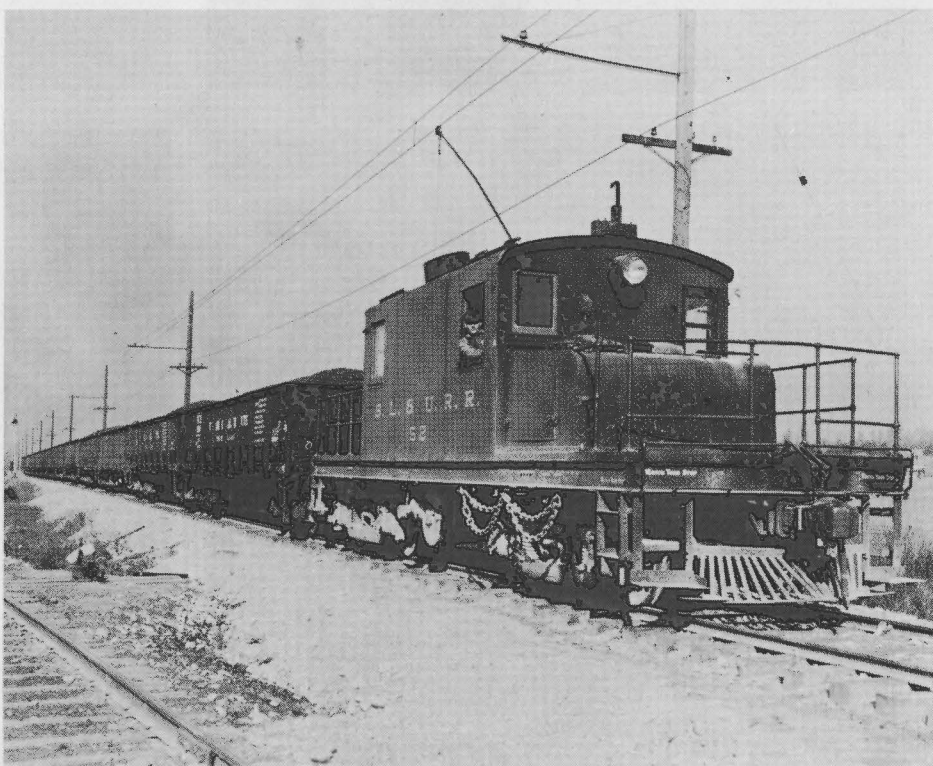
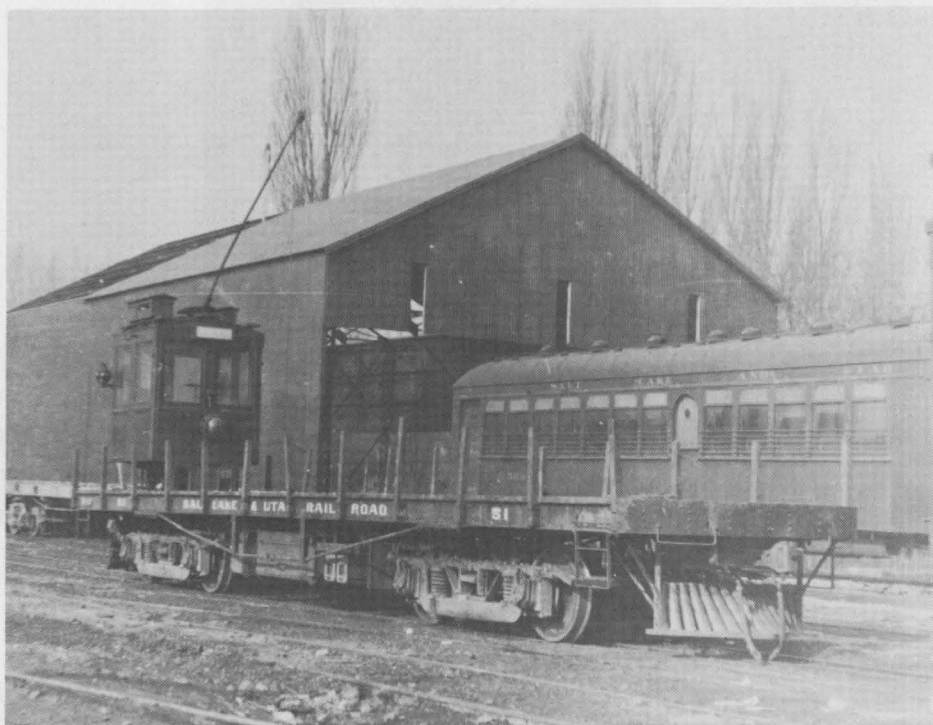
52: Locomotive 52 (photo at lower right) was built at Payson Shops in 1922, using parts of old #51, plus certain new material. The motor was built of steel, and except for its longer length, compared in appearance quite favorably with the Baldwins. The 52 served well for many years, but in 1942 she met locomotive #105 on a curve near American Fork and was completely wrecked and gutted by fire (two new men operating without orders were to blame---both were killed).

101-105: Standard 50-ton Baldwin-Westinghouse steel steeple cab locomotives, built between 1916 and 1920 (see roster). 101 and 102 were scrapped upon abandonment in 1947; 103 and 105 were sold in 1947 to the Lake Erie & Northern-Grand River Ry. (Canada); 103 became GR 232, 105 GR 234. 104 was purchased by Saltair and became its 401.

106: By all odds the finest SL&U locomotive was the 106, built in 1930 by B-W. It arrived just in time to meet the Depression, and SL&U never did finish paying for it, as it still bore the B-W ownership plate at the time of abandonment. It, too, went to the Grand River Railway, becoming GR 230.

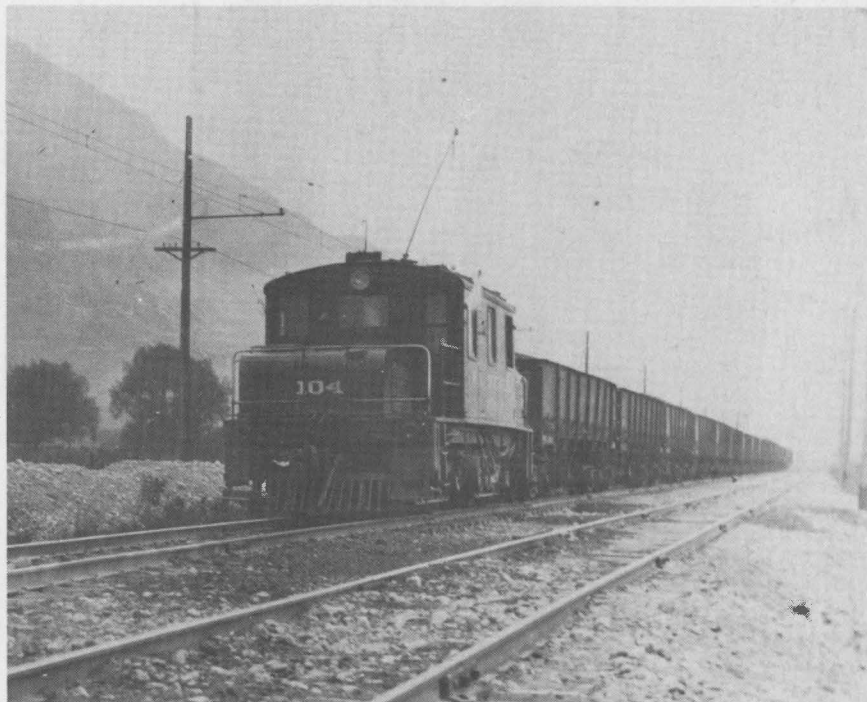
PHOTOS: On this page are the 51 (top, FF) at Payson in 1915 (note 503 behind it) and same locomotive after being rebuilt into the 52 (lower, GK).

On facing page: (Top Left-FF) The 101 as it appeared when new. (Top Right-IS) 106 at Salt Lake Terminal in 1945. (Lower Left-GK) 104 hauling a train of mixed SL&U and Bamberger cars on a mid-Twenties excursion. (Lower Right-FF) 102 at Salt Lake Terminal in 1923. Note radial couplers on all but 106.



LOCOMOTIVE ROSTER, SALT LAKE & UTAH RAILROAD:

No.	Builder	Year	Weight	Length	Height	Width	Motors	Ratio	Trucks	Control	Brakes	Remarks
51	Niles	1914	72,000	50'0"	---	---	W 334E6	---	B 90-40	---	W Auto.	Wrecked 1915, rebuilt 1922 into #52.
52	SL&U	1922	---	---	---	---	---	---	---	---	"	Wrecked, burned and scrapped 1942.
101	Baldwin	1916	100,000	31'2½"	12'2"	10'0"	W 562	17:60	B RB	W HLF	"	Wrecked 1944, scrapped 1947.
102	"	"	"	"	"	"	"	"	"	"	"	Scrapped 1947 from UIC Ogden Shops.
103	"	1919	"	31'0"	"	"	"	"	"	"	"	Sold to Grand River 1947 (GR 232).
104	"	1920	"	31'2½"	"	"	"	"	"	"	"	Sold 1947 to Saltair (401).
105	"	"	"	"	"	"	"	"	"	"	"	Sold to Grand River 1947 (GR 234).
106	"	1930	120,000	36'0"	"	"	W 582	16:70	"	"	"	" " " " 1946 (GR 230).



FREIGHT

SL&U was in the freight business almost as soon as it was active in hauling passengers. As soon as the line was opened to Payson, SL&U announced its intention to inaugurate freight service, and applied for the necessary franchise amendments wherever necessary. Its #51, a flat-bed electric locomotive, was delivered at the same time its first passenger cars were received, so it is not difficult to comprehend Mr. Orem's keen interest in freight.

Up and down the line freight spurs were installed, some of them being to major business concerns, such as the sugar factory at Spanish Fork.

By 1916 SL&U had bought its first Baldwin-Westinghouse electric locomotive, the 101. It had barely broken in when it was badly damaged in a wreck; happily, its twin---the 102---had just been delivered, and the 102 was quickly equipped and placed in service. Similar locomotives 103, 104 and 105 were bought in the next few years, and the last, 106, followed in 1929-1930.

Items hauled were diverse: coal, fruit, sugar beets, autos, eggs, milk, grain, alfalfa and general freight. The maximum freight train length was about 35 cars.

SL&U freight cars were not kept at home; in the course of the years, they were in about every state in the Union. Eggs to California and other commodities to New York were not uncommon. A number of SL&U's cars had not been home for so many years that they were given up for lost. Some SL&U hoppers gravitated to the Detroit area, where they ran back and forth around the Motor City for years at a time. Many of these cars were in excellent condition and there were offers to purchase them upon abandonment; however, they could not legally be sold until back on SL&U rails. This was one of the headaches which confronted the Quinney abandonment program.

Back about 1924 the Orem Road ordered a number of box cars; upon delivery, it was found that the company was unable to pay for them, so the cars were stored on the Saltair line and before finally being resold, Saltair purchased one and numbered it the 100.

At the time the SL&U opened, it was given credit for owning the following freight cars: 7 wooden box cars, 20 steel gondolas, 8 flat cars and 10 convertible ballast cars.

By 1921, the total had grown to: 15 old box cars, 10 new box cars, 50 new gondolas, 20 old gondolas, 4 flat cars, 14 hopper cars, 2 cabooses, plus miscellaneous section cars. These were numbered as follows:

Old box cars:	901, 903-906, 921-923, 925-929, 0914-0916.
New box cars:	930-939.
New gondolas:	1121-1170.
Old gondolas:	1101-1120.
Flat cars:	1002, 1006-1008.
Cabooses:	23, 24.
Line car:	907.
Reefers:	951, 952, 954, 955.
Hoppers:	1251-1264.

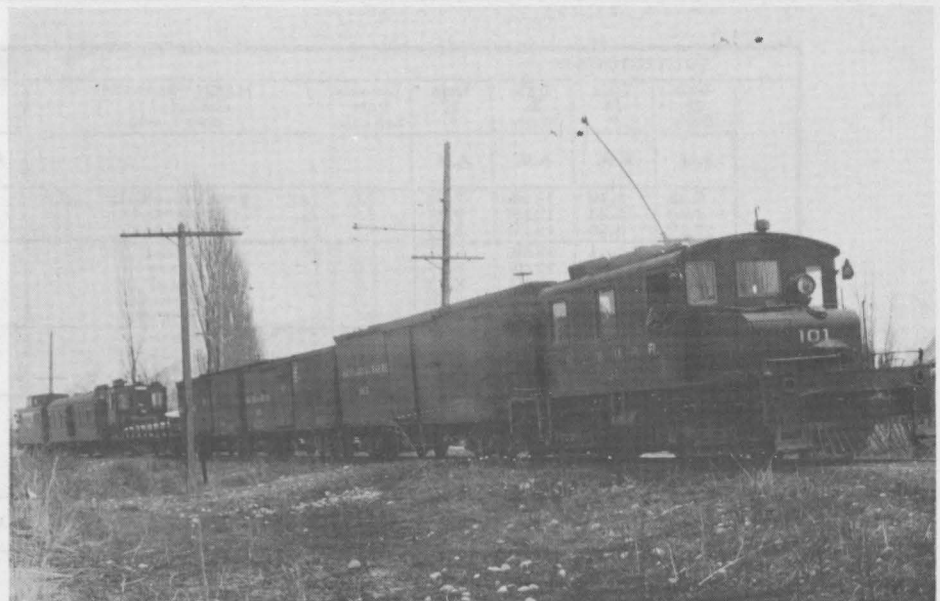
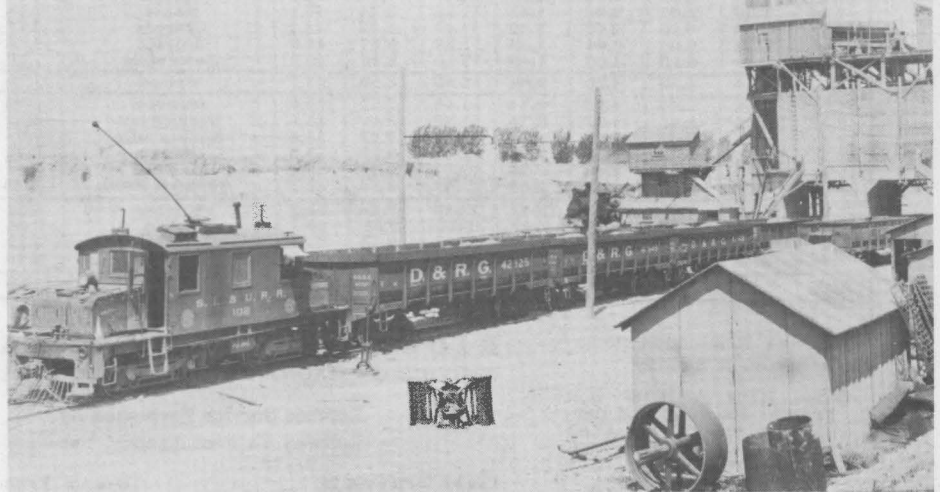
The refrigerator cars were to be found anywhere on the interurban network, from Payson to Preston. All three companies owned reefers, and they were all given a wood sign which restricted the car to the interurban lines.

SL&U through the years captured a fair share of transcontinental freight which was turned over to it at Provo by the Utah Railway, Union Pacific or D&RW for delivery to BRR, WP, Saltair, D&RW or UP. SL&U participated in all local and transcontinental tariffs.

A good part of SL&U freight moved behind passenger trains, as all of the latter were unfortunately labeled "Mixed." Often the passenger motor would haul a reefer or 3 to 5 cars of coal while on a regular passenger run.

PHOTOS: (Top) 106, best locomotive, hauls a general cargo about 1937. (6K)
(Center) 102 and gondolas at rock crusher.
(Bottom) 101 and train of company cars. (FF)

PHOTOS, OPPOSITE PAGE: (Top Left) 104 and coal train. (FF)
(Top Right) 106 and auto train. (Bray)
(Lower Left) Caboose 23 and all-SL&U train; Mt. Timpanogos in background. (Sainsbury)
(Lower Right) 104 and oil train. (6K)



THE SALT LAKE & UTAH RAILROAD CORPORATION

FAST FREIGHT SERVICE

SUPERIOR PASSENGER SERVICE

SOUTHBOUND READ DOWN

NORTHBOUND READ UP

Train 13 Daily	Train 11 Daily	Train 9 Daily	Train 7 Daily	Train 5 Daily	Train 3 Daily	Train 1 Daily	Dist. From S. L.	TIME TABLE NO. 44 Corrected to February 11, 1945	Train 2 Daily	Train 4 Daily	Train 6 Daily	Train 8 Daily	Train 10 Daily	Train 12 Daily	Train 14 Daily
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
10.30	6.15	4.30	2.30	12.01	9.50	7.00	0.0	Lv. Salt Lake Ar.	8.55	10.35	12.45	3.15	5.10	8.10	11.55
10.45	6.30	4.45	2.45	12.15	10.05	7.15	4.9	f Chesterfield	8.42	10.12	12.22	2.52	4.52	7.51	11.32
10.50	6.35	4.50	2.50	12.20	10.10	7.20	6.1	s Granger	8.40	10.10	12.20	2.50	4.50	7.49	11.30
10.51	6.36	4.51	2.51	12.21	10.11	7.21	7.1	i Earl	8.36	10.04	12.17	2.46	4.41	7.47	11.26
10.53	6.38	4.53	2.52	12.23	10.13	7.23	8.3	f Taylorsville	8.35	10.03	12.16	2.45	4.40	7.46	11.25
10.54	6.40	4.55	2.54	12.25	10.15	7.25	9.1	f Norberg	8.34	10.02	12.15	2.44	4.39	7.45	11.24
10.56	6.43	4.57	2.57	12.28	10.17	7.27	10.4	f Bennion	8.32	10.00	12.13	2.42	4.37	7.43	11.22
10.58	6.44	4.58	2.58	12.29	10.18	7.29	12.2	f Hibbard	8.27	9.57	12.10	2.38	4.34	7.40	11.20
10.59	6.47	5.00	3.01	12.31	10.20	7.31	12.4	s West Jordan	8.26	9.56	12.09	2.37	4.33	7.39	11.18
11.02	6.48	5.02	3.02	12.32	10.21	7.32	13.8	f Gardner	8.23	9.54	12.05	2.33	4.29	7.36	11.15
11.04	6.51	5.05	3.05	12.36	10.24	7.35	15.3	f Redwood	8.22	9.53	12.04	2.32	4.28	7.35	11.14
11.05	6.52	5.06	3.06	12.37	10.25	7.36	16.7	f Niles	8.18	9.49	12.01	2.28	4.24	7.31	11.10
11.09	6.57	5.12	3.12	12.42	10.30	7.40	18.2	s Riverton	8.17	9.48	11.59	2.27	4.23	7.30	11.09
11.15	7.04	5.17	3.17	12.47	10.34	7.46	20.9	i Brundage	8.13	9.41	11.52	2.22	4.16	7.25	11.06
11.18	7.08	5.21	3.20	12.51	10.39	7.48	23.7	f Bringham	8.10	9.36	11.49	2.19	4.13	7.18	11.04
11.19	7.09	5.22	3.21	12.52	10.40	7.49	24.7	f Jordan Narrows	8.08	9.33	11.47	2.17	4.11	7.16	11.03
11.20	7.15	5.24	3.23	12.54	10.42	7.51	25.5	f Camp Williams	8.07	9.32	11.46	2.16	4.10	7.15	11.02
11.21	7.16	5.25	3.24	12.55	10.43	7.52	27.0	f Kirkham	8.03	9.29	11.42	2.12	4.05	7.10	10.58
11.28	7.25	5.33	3.30	1.06	10.50	8.03	30.4	s Lehi	7.58	9.24	11.37	2.08	4.01	7.05	10.53
11.30	7.27	5.35	3.33	1.08	10.52	8.05	32.1	f Sugar Fety.	7.52	9.17	11.32	2.02	3.55	7.00	10.47
11.36	7.33	5.40	3.37	1.17	10.56	8.11	33.7	f American Fork	7.50	9.15	11.30	2.00	3.53	6.58	10.45
11.38	7.40	5.46	3.47	1.21	11.02	8.15	34.1	f Chipman	7.45	9.10	11.24	1.55	3.47	6.51	10.41
11.40	7.42	5.48	3.49	1.23	11.04	8.17	36.0	f Manila	7.40	9.05	11.19	1.50	3.42	6.47	10.35
11.43	7.45	5.52	3.52	1.28	11.08	8.22	37.2	s Pleasant Grove	7.39	9.04	11.18	1.49	3.41	6.46	10.34
11.46	7.48	5.54	3.55	1.31	11.14	8.25	39.0	f Linden	7.35	9.00	11.14	1.45	3.37	6.41	10.31
11.49	7.50	5.57	3.58	1.34	11.17	8.28	40.3	f Harris	7.33	8.58	11.12	1.43	3.35	6.38	10.28
11.52	7.53	6.02	4.00	1.39	11.22	8.32	41.6	s Orem	7.31	8.56	11.10	1.39	3.33	6.35	10.26
11.54	7.55	6.04	4.02	1.41	11.24	8.34	43.1	f Snow	7.28	8.53	11.07	1.37	3.30	6.32	10.23
11.55	7.56	6.05	4.03	1.42	11.25	8.35	43.1	f Lincoln	7.27	8.52	11.06	1.36	3.29	6.30	10.22
11.57	7.58	6.08	4.04	1.43	11.28	8.37	44.0	f Curtis	7.26	8.51	11.05	1.35	3.28	6.29	10.21
11.59	8.00	6.10	4.06	1.45	11.30	8.39	45.8	f Lakeview	7.22	8.47	11.00	1.31	3.23	6.22	10.17
12.10	8.15	6.30	4.20	2.08	11.40	8.50	48.7	s Provo	7.15	8.40	10.52	1.25	3.15	6.15	10.10
12.18	8.21	6.36	4.26	2.14	11.45	8.58	51.4	f Ironton	7.02	8.27	10.37	1.15	3.02	5.58	10.00
12.19	8.22	6.37	4.27	2.15	11.46	9.00	53.4	f Springville	6.59	8.24	10.35	1.12	2.59	5.56	9.56
12.23	8.27	6.45	4.34	2.24	11.56	9.09	54.4	s Glenary	6.57	8.22	10.34	1.10	2.57	5.55	9.54
12.26	8.30	6.49	4.38	2.27	11.59	9.12	55.9	f Miner	6.51	8.17	10.30	1.05	2.51	5.51	9.51
12.28	8.32	6.51	4.40	2.29	12.01	9.14	57.4	f McBeth	6.47	8.13	10.26	1.01	2.46	5.46	9.47
12.35	8.37	7.00	4.45	2.40	12.07	9.23	59.5	s Spanish Fork	6.45	8.11	10.24	1.00	2.44	5.44	9.44
12.38	8.39	7.02	4.48	2.42	12.13	9.28	61.9	f Keeler	6.38	8.04	10.17	1.00	2.43	5.43	9.38
12.46	8.45	7.06	4.52	2.49	12.15	9.31	63.7	f Salem	6.36	8.01	10.16	1.00	2.42	5.42	9.36
12.48	8.47	7.08	4.54	2.51	12.17	9.33	65.4	f Dixon	6.32	7.57	10.12	1.00	2.42	5.42	9.32
1.00	9.00	7.15	5.00	3.00	12.25	9.40	66.9	Ar. Payson Lv.	6.30	7.55	10.10	12.45	2.30	5.30	9.30
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

*Eureka Bus connection,
daily except Sunday

@Use RED ARROW fast
freight for rush and per-
ishable freight to Utah
County points. Free pick
up and delivery service on
LCL shipments.

RIDE THE BIG RED CARS!

SERVICE ON MAGNA BRANCH SEE REVERSE SIDE

Express Service Furnished by
Railway Express Agency, Inc.

Light Type—A.M.

Heavy Type—P.M.

"s" Indicates regular stop.

"f" Indicates flag stop.

Signal the trains in
plenty of time by stand-
ing outside of rail and
swinging arm. At night
display a light.

SOUTHBOUND						NORTHBOUND					
Train 28 Daily	Train 26 Daily	Train 24 Daily	Train 22 Daily	Distance from Salt Lake		MAGNA BRANCH Corrected to June 7, 1943	Train 21 Daily	Train 23 Daily	Train 25 Daily	Train 27 Daily	
P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	
6.45	5.10	11.55	7.55	0.0	Lv.	Salt Lake City	7.40	11.40	4.25	6.35	
7.00	5.23	12.08	8.08	4.9	f	Chesterfield	7.11	11.19	4.06	6.11	
7.10	5.30	12.20	8.15	6.1	s	Granger	7.10	11.18	4.05	6.10	
7.11	5.31	12.21	8.16	7.6	f	Grant	6.59	11.05	3.49	6.04	
7.12	5.32	12.22	8.18	8.0	f	Warr	6.58	11.03	3.48	6.03	
7.13	5.33	12.24	8.19	8.5	f	Paul	6.57	11.02	3.47	6.02	
7.14	5.34	12.25	8.20	9.0	f	Peterson	6.56	11.01	3.46	6.01	
7.16	5.36	12.27	8.21	9.5	f	Harmon	6.55	11.00	3.45	6.00	
7.17	5.37	12.28	8.22	10.0	f	Fassio	6.54	10.59	3.44	5.59	
7.18	5.38	12.30	8.23	10.5	f	Walk	6.53	10.58	3.43	5.58	
7.20	5.39	12.32	8.24	11.0	f	Hunter	6.52	10.57	3.42	5.57	
7.21	5.41	12.34	8.26	11.5	f	Newton	6.51	10.56	3.41	5.56	
7.23	5.42	12.35	8.29	12.2	f	Bello	6.50	10.55	3.40	5.55	
7.24	5.43	12.36	8.30	12.9	f	Shafer	6.49	10.52	3.38	5.54	
7.25	5.44	12.37	8.31	13.6	f	Whipple	6.48	10.50	3.37	5.53	
7.26	5.45	12.38	8.32	14.4	f	Flangas	6.47	10.48	3.36	5.52	
7.28	5.46	12.39	8.34	14.7	f	Belva Ave.	6.46	10.46	3.35	5.51	
7.35	5.50	12.45	8.40	15.0	Ar.	Magna	6.45	10.45	3.30	5.50	
P.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.	P.M.	

*Daily except Sundays.
Light Type—A.M.

Heavy Type—P.M.

SALT LAKE TERMINAL CO.

A familiar feature of the business area of many American cities was the interurban station. Usually the structure was large and quite impressive---signifying by its size the importance of the interurban. In Salt Lake City there was one of the finest interurban depots in the land. It stood at the corner of South Temple & West Temple Streets (opposite the Tabernacle) and served as the joint terminal of the city's two major interurbans: Bamberger and SL&U.

The union interurban station project was a logical solution to the problem of a satisfactory Zion terminus for the two roads. Simon Bamberger and W. C. Orem were quick to realize the economies and greater public convenience inherent in a joint depot. As a result, The Salt Lake Terminal Company was incorporated on November 29, 1913, in Utah for the purpose of furnishing terminal facilities for both freight and passenger business for the Bamberger (SL&O) and Orem (SL&U) companies. The capital stock, which was authorized to be \$1,000,000, actually amounted to \$650,000---which was owned 50% by each company.

The SLTC's property consisted of about two miles of trackage plus the passenger and freight stations. Trackage consisted of 4 1/2 blocks of double track and 2 blocks of single track extending on First West St. from a point north of South Temple St. (at which point it connected with the SL&O) to Sixth South St. (where it connected with the SL&U). The passenger terminal covered an area of 90,000 square feet, upon which was erected in 1923 the \$250,000 building. The freight station was constructed on the west side of First West St. between Third South and Fourth South on a site originally purchased for a joint car house.

It is interesting to note that several efforts were made to construct the joint passenger station prior to 1923; unfavorable business conditions caused delay and this in turn brought about revisions of plans for the building---so that the final structure when it was built incorporated ideas evolved over a period of ten years.

Before launching into a description of the resultant structure, let us examine a bit of the history of interurban passenger stations in Salt Lake City:

Oddly enough, it was the Orem Road which took the lead in the passenger terminal project. On December 5, 1912, newspapers said that Orem interests had quietly secured a site for an ornate station on First West St. between Third South and Fourth South (later this site became the freight terminal). In an interview that day, Mr. Orem stated that his company would erect a passenger station which would "be a credit to the community---however, we have been too busy trying to rush our road to completion to give much thought to our terminals."

At that time, SL&O trains terminated at Third West and South Temple Streets, rather far from the business center. Simon Bamberger must have lost little time in reaching an understanding with Mr. Orem, for one month later the two interests, acting in concert, purchased most of the block bounded by West Temple, Third South, First West and Pierpont Sts. for a consideration of almost \$300,000. However, the key lot at the corner of Pierpont and West Temple was refused except at what the interurban magnates considered to be an exorbitant price. For approximately three years efforts were made to purchase the lot, during which time purchases of possible station sites were announced at other locations in the central area, notably on Second South between West Temple and First West Sts. and on upper Main St. between South Temple and First West. It was during this period that the SLTC was incorporated.



View of the Salt Lake Passenger Terminal as it appeared shortly before completion. The reader is looking southwest from the corner of West & South Temple Streets. (Sainsbury Photo)



The train yard at the rear of the Salt Lake Terminal looked like this in 1916. SL&U's layover tracks are at the left, and SL&O's maintenance shed is at right. Passenger ramp in middle distance led to the temporary station used from 1916 until 1923. (Sainsbury Photo)

On December 24, 1913, Bamberger and Orem announced that they had decided to build a \$100,000 car barn on the First West site, to have a frontage of 90 feet and a depth of 320 feet. This structure would have a capacity of sixty cars, would be of brick and steel, and would employ 25 workmen. On the same day, Bamberger announced the purchase of the necessary land to permit him to reach First West St. from Third West St. via private way. On First West his tracks would turn south and proceed direct to the proposed barn. Further confusion was added to the passenger terminal site when it was announced at this same time that a million dollar depot would be erected on the west side of First West between Second & Third South Streets. Bamberger's chief engineer was instructed to begin drawing plans for the joint barn---and there the matter ends; the barns were never built, and Salt Lake had the distinction of being an interurban center without an interurban car house.

Two days later the Pierpont St. site was apparently back in favor, for in an attempt to secure a franchise over that street, Bamberger and Orem announced it would be their policy to open their joint depot to all interurban lines in the city of Salt Lake; this affected the Emigration Canyon Railroad and the Saltair line, which was contemplating electrification if it could obtain a downtown terminal. The franchise on First West St. was duly granted, along with a franchise on Pierpont St. to West Temple; all was clear for the construction of a depot on the Pierpont site except for the acquisition of the sole piece of property which was yet being withheld.

Haste was essential for the SL&U; it was rapidly completing its line to Provo and planned to open with gasoline cars on or about February 1, 1914. Orem decided to go ahead on his own and get a station of sorts which could be used until SLTC could decide on its site. Orem selected the southeast corner of Broadway (Third South) and First West---upon which was hastily erected SL&U's first Salt Lake passenger depot. The building was of corrugated iron and contained the usual facilities for passengers and employees. This temporary station entered service on Monday, March 23, 1914, coincident with the opening of the SL&U as far as American Fork.

The unsettled condition of the financial market brought about by the war in Europe caused the two roads to postpone construction of a joint terminal "for a year"---and in the meantime Bamberger's men linked up his tracks with the SL&U in late 1914 and both roads thereupon used the SL&U's temporary station.

The struggle between forces urging the "uptown" location near Temple Square and the "downtown" site on Pierpont St. waxed ever hotter. Examination of the chronicles of those days leaves little room to doubt that the Pierpont location would have been the victor had it not been for the troublesome matter of the one holdout property owner; a condemnation suit was prepared but was left unfilled---and then the Mormon Church in an impressive exercise of its power, tipped the scale in favor of the "uptown" area.

The Church, of course, favored the site occupied by the Valley House. It was felt that by locating the interurban terminal adjacent to Temple Square, the needs of both worshippers and business people would be most satisfactorily met. Perhaps more tangible inducements were included---at any rate, the Valley House site was chosen and land already purchased by the interurban companies downtown was utilized otherwise. 90,000 square feet of land at the southwest corner of West and South Temple Streets passed into the ownership of the Salt Lake Terminal Company and work began immediately on remodeling a structure to the west of the Valley House on South Temple Street which was to serve as the temporary terminal for the next seven years. Thus the corner was left open for the ultimate project: the permanent terminal.

On September 25, 1916, this temporary passenger terminal entered service. It was fitted "with every convenience for the traveling public---" including concrete ramps to the four-track train yard at the rear. The trackage then constructed was to remain intact until 1947, altered only slightly when in 1923 the permanent building cut some off all four tracks. A small car maintenance shed was constructed by Bamberger for its cars, while Orem was to find its needs met by simple stub tracks. The temporary terminal contained waiting rooms, ticket office, restaurant, offices, lavatories, news stand, all on the street level---while at the track level there was a large room for express and baggage.

1923 was a good year for electric railways and Bamberger and Orem reflected this prosperity by constructing their permanent passenger terminal on the Valley House site. The two-story-and-basement L-shaped structure of concrete and brick took shape rapidly. October 4th, 1923, saw the formal opening with all officials of the two roads, from Governor Bamberger and Orem down to the janitors being pressed into service as guides and ushers as the general public inspected all parts of the bright new terminal. The \$300,000 cost of the structure was evident in the marble and tile finish of the 125x42 two-story waiting room and ticket office which occupied the central portion of the main floor. It was surrounded by stores including a restaurant, a drug store, and others. The second floor was divided into offices, including those of the traffic and operating departments of the two railroads. At long last the interurbans had an appropriate home in Zion.

The terms of the agreement under which the two interurban companies undertook to operate the Terminal Company are pertinent: The Terminal Company was operated by SL&U and Bamberger under a fifty-year lease, which was to run until December 31, 1963. Under this lease, the two interurbans agreed to pay (50-50) a sum sufficient to cover taxes and insurance. In addition, on a pro rata basis, according to wheelage, the two operating companies agreed to pay annually to the Terminal Company a sum equivalent to all operating expenses, maintenance, and depreciation, and a 6% return on the appraised valuation of the entire property of the Terminal Company used for terminal facilities. Terminal Company employees numbered about forty.

The new Terminal was quick to win favor and its large waiting room was busy at all waking hours. Year after year the rumble of SL&U and Bamberger passenger trains was heard in the yard out back, with now and then a visiting train from the UIC present to lend additional color. Up through the Twenties the Terminal returned net annual earnings of about \$42,000. The Depression changed the picture in 1931 and thereafter the Terminal Company skated on thin ice financially. World War II and Bamberger's busses brought new life blood into the big

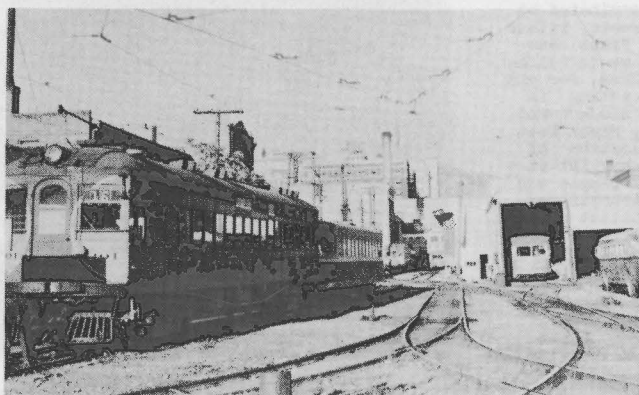
structure, but the demise of the SL&U in 1946 threw the whole load onto Bamberger, which got SL&U's half of the SLTC for \$1 at the salvage sale. 1947 was the year of decision, and Bamberger decided to remodel the Terminal yard to accommodate buses also.

While plans were being drawn up to remodel the train yard to accommodate busses, the entire Terminal building and yard was sold to the Greyhound bus organization. In a letter to your editor dated December 23, 1947, Mr. Julian Bamberger said:

"We have sold the Salt Lake Terminal Passenger Depot and the adjoining property to the Interstate Transit Lines, which is a subsidiary of the Union Pacific bus operation. They will spend \$100,000 or more to reconstruct the depot, including a concourse to take care of 18 busses which will be on the street level, whereas the Bamberger cars will continue to occupy the lower level. The remodeled depot will accommodate the operations of the Interstate and Greyhound busses, and also will handle the Bamberger busses as well as those of several other local bus lines. We understand that the plans will include other important changes in the building, including the reestablishment of a cafe, which was in operation when this building was originally constructed, the providing of an archway passage for the passengers desiring to go directly from the waiting room to the bus concourse, greatly expanded toilet facilities for both men and women to accommodate the long distance passengers, a rather extensive arrangement for the handling of baggage and parcels, and an enlarged ticket office to take care of the new long distance bus passengers. The work is being done by Interstate Transit Lines."

Overland Greyhound Lines spent more than \$200,000 in remodeling the Terminal. As it now exists, the Terminal encompasses a complete shopping center, a Post House restaurant seating 128, barber shop, tailor shop, drug store and news stand. The Terminal is air-conditioned and the interior has been modernized using a blue-stone composite material. Expensive rest rooms finished in tile and equipped with showers are located in the basement. The remodeled Terminal is able to serve a passenger load of more than a million persons annually, with 16 busses and two electric trains able to load simultaneously. About 200 busses daily moved through the Terminal in 1949.

The new bus concourse occupied the site of the two southernmost tracks and was at a much higher level. Two tracks remained for trains and were in use up until abandonment of rail passenger service. The subsequent sale of Bamberger's bus subsidiary removed the last physical evidence of the two interurban companies from public view, although one may even today see the name "Bamberger" on the door of an office on the second floor of the Terminal. The northernmost track has been kept to deliver coal and freight to the building.



At the left is a view of the train yard of the Salt Lake Terminal as it appeared in August, 1950. A comparison of this photo with those on previous pages will readily reveal the extensive track changes required to permit the Terminal yard to accommodate busses. Note the new maintenance shed for busses and cars.

The Terminal served bus patrons for many years prior to 1948, but the busses were loaded at the curb in front of the building.

INTERURBANS
The National Electric Railway News Digest

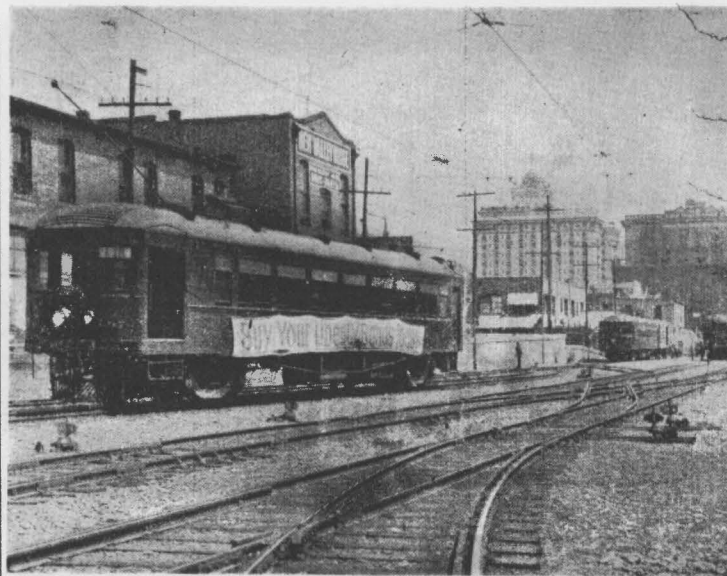
Select Terminal for Electric Roads

✻ ✻ ✻ ✻ ✻ ✻ ✻ ✻

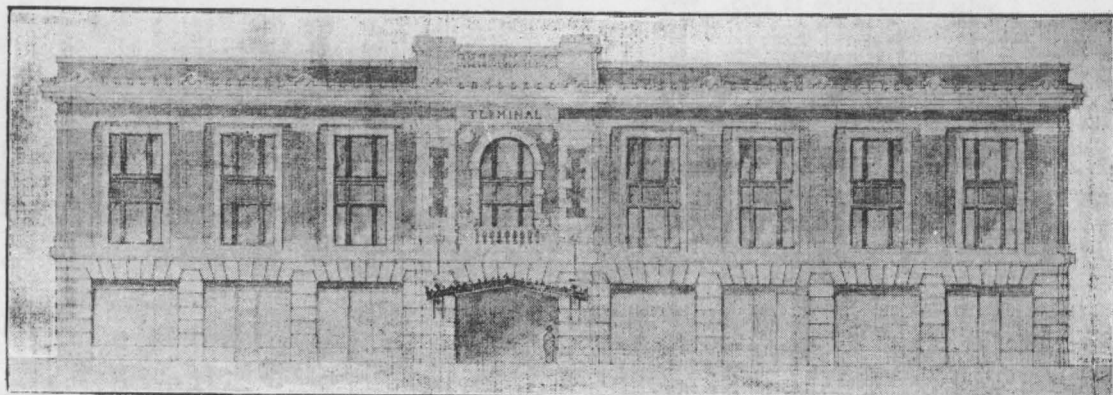
\$40,000 Depot Will Be Constructed

This architectural drawing shows the front elevation of a classical building. The central feature is a large arched entrance with a grid of rectangular panels. Above the arch is a decorative pediment. The facade is flanked by two tall, narrow windows with multiple panes. The building is topped by a decorative cornice with a row of small, square ornaments. The entire structure is rendered in a detailed line-drawing style.

The announcement of the selection of a site for the union station for the Interurban lines will be received with satisfaction by the people of the city, in view of the fact that the matter has been held up for months. The sites considered were the livery stable in the rear of the Cullen hotel, a site back of the building occupied by Heber J. Grant & Co., on upper Main street, a site on the old Valley house corner, and a site on Pierpont street, between West Temple and First West streets.



NEW JOINT INTERURBAN TERMINAL STATION

[illegible]

room dimensions, public service corridor is 36 by 36 feet in size, a baggage room is 36 by 36 feet, the ticket office is 36 by 36 feet, the baggage check-in, the toilets and three restrooms which will be built all on the ground floor. The two restrooms will be built on the second floor of the two companies.

Although the decision has not been made as to when the building will be erected the Orem and Bamberger companies have agreed to begin construction for two or three years, as they expect to use their present warehouses in the future. Their new warehouses as long as possible, and until the new building is completed.

While both interests already feel the need of the big station, they are inclined to operate on a plan as simple as possible. The station will be built on the site of the old station. The accompanying cut of the station will be built on the site of the old station. The accompanying cut of the station will be built on the site of the old station. The accompanying cut of the station will be built on the site of the old station.

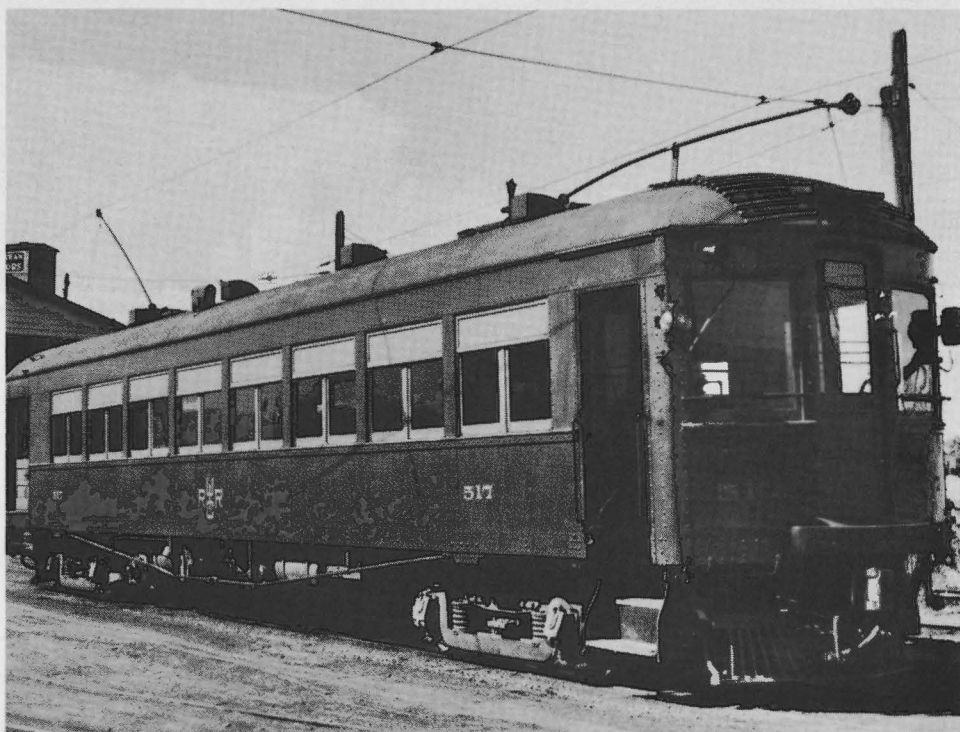
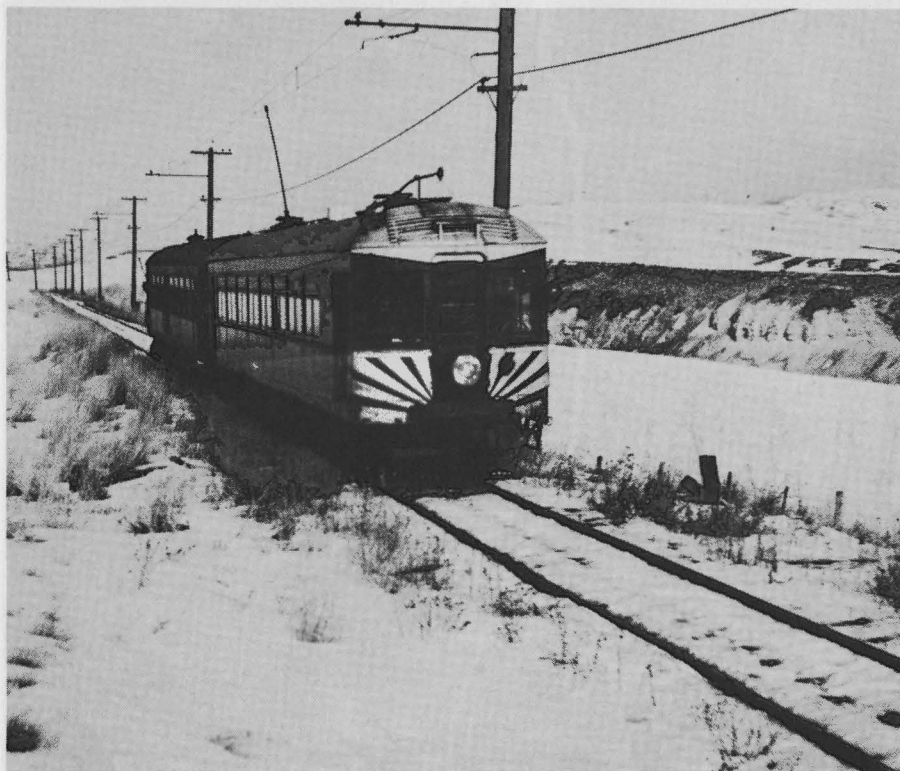
witness the above drawing of a \$200,000 structure intended for the Pierpont St. site. World War I caused postponement of construction until 1923, when the two interurbans erected their permanent Terminal Building on the Valley House corner, West & South Temple Sts.

<u>Miles</u>		<u>Valuation</u>
0.537	Main Line Double Track Paved	\$ 21,480
0.125	" " " " Open	2,500
0.300	" " " " " " Single " " "	3,000
0.075	Three Industrial Spurs, Paved	1,500
0.025	One " " " " " " Open	250
0.150	Four " " " " Pvt. Propy.	1,510
0.730	Freight Yard	7,300
0.800	Passenger Yard	10,000
0.025	Utah Power & Light Co.	500
		<u>\$ 48,040</u>

Cost of above trackage figured on following basis:
Double Track Paved, \$40,000 per mile; Double Track
Open, \$20,000 per mile; Single Track Open, \$10,000.



UTAH IDAHO CENTRAL RAILROAD



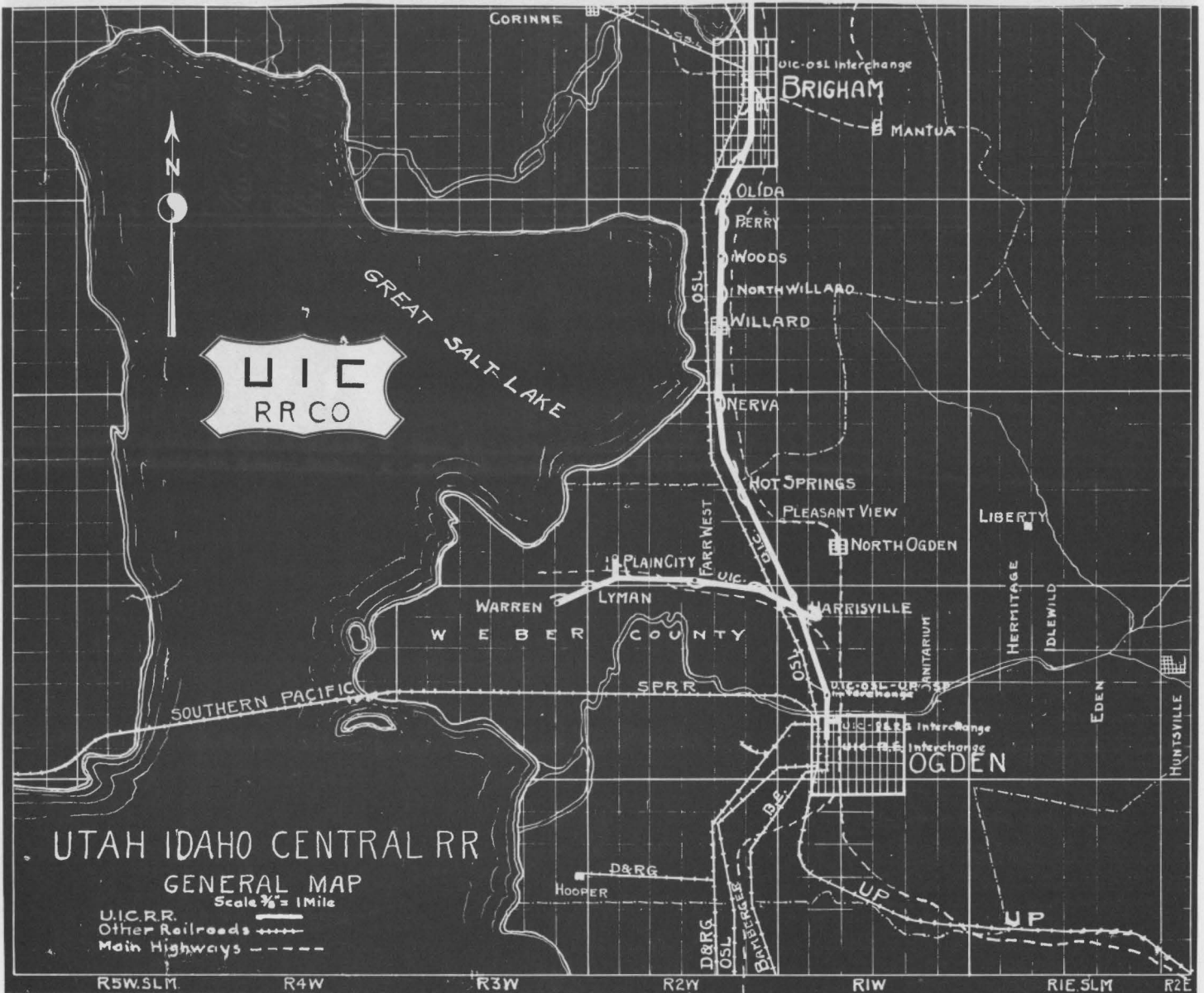
(Top) Climbing Collinston Pass in the middle of winter; baggage trailer at rear. (JS)

(Below) This striking "Rising Sun" paint scheme adorned UIC cars until World War II. (JS)



(Top) 500 at Preston, 1939. Note oversize headlight and whistle.

(Below) 517 at Preston Shops, 6 September 1942. Note horn has replaced whistle. (JS)



FORM 31
OGDEN, LOGAN & IDAHO RAILWAY COMPANY
Train Order No. 16
To Conductor and Motorman
At Ogden
Motor meet No. 513
Instead of

No 6 Motor 502 run 50 fifty
Mms late Brigham to Ogden
Exa 512 South run 50 fifty
Mms late Brigham to Ogden on
order No 4

WHL

CONDUCTOR AND MOTORMAN MUST EACH HAVE A COPY OF THIS ORDER

Conductor	Train No.	Made	Received by
Fowler	513	Complete	10/24
		M	
		M	

THE UTAH IDAHO CENTRAL RAILROAD CORPORATION
CLEARANCE CARD

Conductor and Motorman
I have Order No. _____ for your train
OPERATOR

This does not affect any orders you may have received.
Conductor and Motorman must each have a copy and see that their train is correctly designated on the above form.

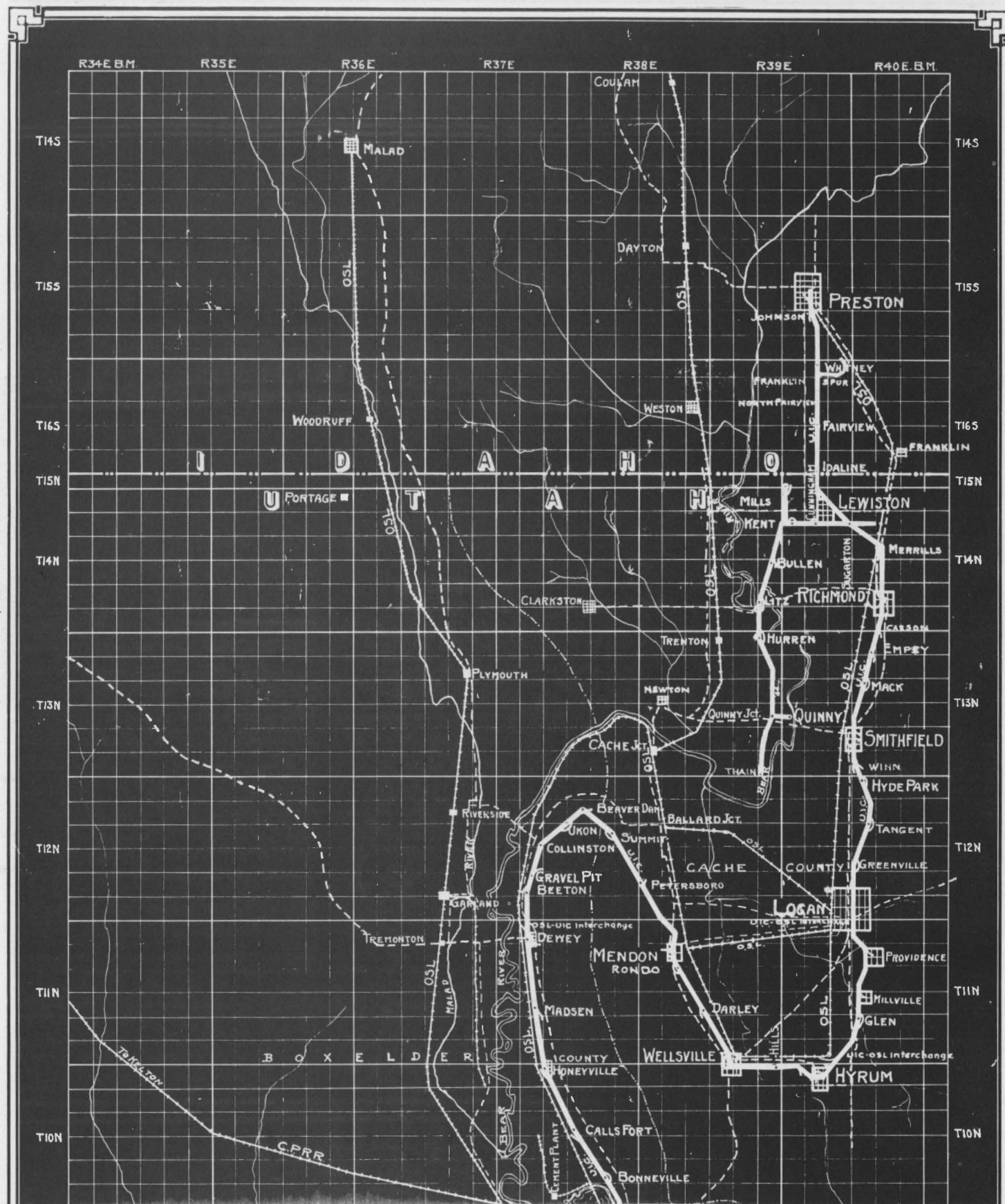
Right of way: 65 ft. wide
Rail: 70 lb.
Trolley wire: Catenary
Power: Purchased (UP&L)
AC voltage: 44,000
DC voltage: 1500
Substations: Four
SS equipment: 1 West.
500-kw MG set, each
set consisting of a
1500-v. compound
wound commutating
pole DC generator
and a 2300-v. three
phase 60-cycle
synchronous motor
with exciter.

THE UTAH IDAHO CENTRAL R. R. Corp.
CONDUCTOR'S
CASH FARE SLIP
Passenger will receive this slip from the LOWER
figure in each column and will not be valid unless
the upper figure is crossed out and the lower figure
is written in its place and the word "FARE" is
written in the space provided.

No. B 99762

Conductor's Pouch

Full Fare 5 Cents
10 Cents



OGDEN RAPID TRANSIT CO.

The Utah-Idaho Central Railroad is commonly associated with that line of inter-urban electric railway running northerly from Ogden, Utah, to Preston, Idaho, a distance of 94.7 miles. However, at one time the UIC operated city systems in Ogden and Logan, plus interurban branch lines to Huntsville, Plain City, Quinney and North Ogden to Hot Springs and Brigham.

UIC's history is inextricably tied in with the Ogden Rapid Transit Company and the Logan Rapid Transit Company. We have taken each of these companies up separately for this reason---both companies losing their identities in the merger which formed the Ogden, Logan & Idaho Railway Company, the immediate predecessor of the UIC.

If this sounds complicated, perhaps a clearer picture may be supplied by taking important dates as a yardstick:

- 16 May 1900: Ogden Rapid Transit Company incorporated.
- 29 Jan 1910: Logan Rapid Transit Company incorporated.
- 17 Oct 1914: Ogden, Logan & Idaho Railway Company incorporated.
- 1 Jan 1918: Utah-Idaho Central takes over.
- 1 Jan 1920: Ogden city lines broken away.
- 20 Nov 1926: New UIC RR. Co. takes control; old UIC RR. Co. sold at receiver's sale 5 Nov 1926.
- 24 Nov 1939: UIC RR. Corp. takes over UIC RR. Co. properties.
- 28 Feb 1947: Final run; company abandoned. all rail operations.

In the following historical account, we will take up each of these important dates in order. First, the Ogden Rapid Transit Company.

The ORT was organized in May, 1900, for the purpose of acquiring and operating the properties of the Ogden Electric Railway Company. At the time the OER was operating but two cars: one on Washington Ave. and the other on 25th St. The company's other cars were unfit for service. At midnight on Saturday, May 19, 1900, the ORT began operation.

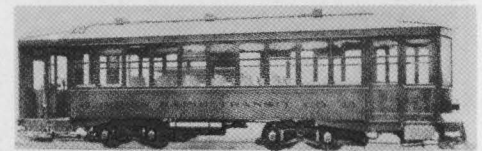
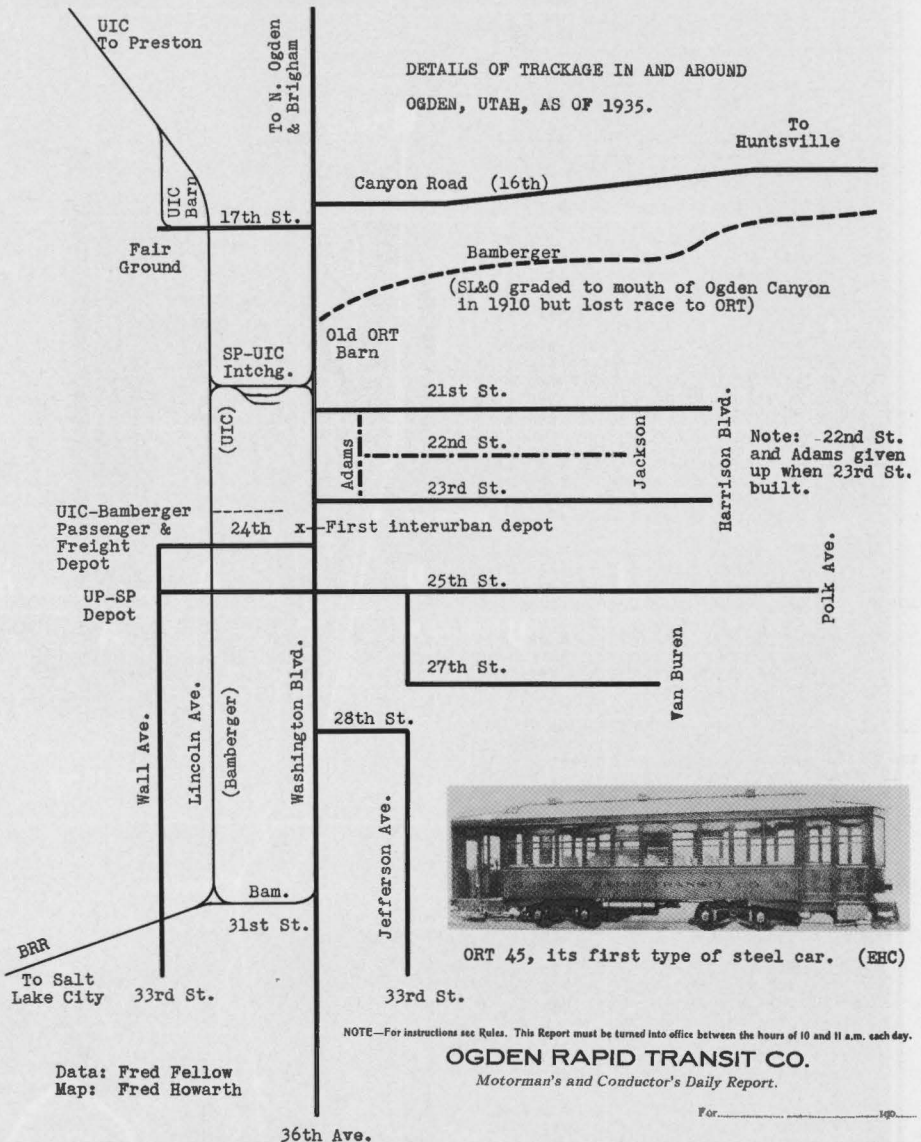
The ORT from its inception was an Eccles company. David Eccles, head of the family and wealthiest man in northern Utah, was the founder and heaviest investor, and throughout the history of the ORT and the UIC, the name of Eccles was never missing from the board of directors. Other Eccles corporations, such as the Amalgamated Sugar Company, took heavy blocks of stock in the Eccles railway companies and even extended this influence to the SL&U after its 1938 reorganization.

The ORT rapidly put the old lines of the OER into first-class condition. The main line was Washington Ave., with branches at every other street. Washington Ave. was double-tracked from 19th to 23rd in July, 1900, and a branch to Glenwood Park was opened (later extended up into Ogden Canyon).

As of March 31, 1909, the system of the ORT had grown to:

Washington Line		
36th to 25th.....	1.5	m.
25th to North City Limits..	3.3	4.8
25th St. Line		
Depot to Washington Ave....	0.4	
Washington to East End.....	1.3	1.7
22nd St. Line		
Depot to Washington Ave....	0.4	
25th to 22nd.....	0.4	
Washington to East End.....	1.0	1.8
Mouth of Canyon Line		
Depot to 25th & Wash.....	0.4	
25th to Canyon Road.....	1.2	
Washington to Canyon Mouth..	2.4	4.0
Hot Springs Line		
25th to City Limits.....	3.3	
City Limits to Hot Sps.....	6.9	10.2
Fair Grounds Line		
25th to 17th.....	1.1	
Washington to Fair Grounds..	0.4	1.5
Q.R.T. Destination Signs, 1914:		24.0

Washington Ave.	Ogden Valley
Hot Springs	Union Depot
Fair Grounds	25th St.
Glenwood Park	22nd St.
Ogden Canyon	Depot & Wall Ave.
Special	SL&O Depot



ORT 45, its first type of steel car. (EHC)

Freight Hauling: ORT actively entered the freight business early; its first local freight tariff bore the date June 15, 1910 and excerpts are of interest: "ORT will not receive carload freight loaded to exceed 60,000 lbs. "Freight will not be received in foreign cars for transportation between Canyon Road and Five Points, nor for points on Canyon Line, unless equipped with inside hung brakes and unless there is sufficient clearance between under sills and trucks to permit truck to swing freely under car on sharp curves."

ORT had a small fleet of freight cars at the time it was merged with LRT to form OL&I. This fleet included flat cars, dump cars and box cars, plus one electric locomotive.

Power Supply: ORT manufactured its own power in its steam plant located on Washington between 19th and 20th until 1907. It sold power to business houses and theaters of Ogden, but obsolescence caused the company to purchase its power from Utah Light & Railway Company after January 1, 1907. (600 v.)

Barn & Shops: ORT's car barn and shops were located on Washington between 19th & 20th Sts. A roundhouse was maintained for two small steamers used to Plain City or infrequently to Ogden Canyon and No. Ogden.

Later History, ORT: Former ORT lines were operated as part of the OL&I-UIC system until January 1, 1920, when the Ogden city lines and the Canyon line were taken over by a new Eccles corporation, UTAH RAPID TRANSIT COMPANY. (URT was incorporated in Delaware on 9/29/19 and purchased the ex-ORT Ogden city lines and the Canyon line for 9,000 shares of stock; URT took over operation of the lines on January 1, 1920.)

In 1936 URT entered receivership, and on 12/5/36 the company's assets were sold at a receiver's sale. A new company, OGDEN TRANSIT COMPANY, incorporated in Delaware on 12/7/36, acquired the URT properties on 12/15/36. However, all rail operations in Ogden had been abandoned on 12/26/35.

EMPLOYEE'S ANNUAL PASS
UTAH RAPID TRANSIT COMPANY
1925

PASS --- Two Employees when presented with authority signed by J.H. Payne.
ACCOUNT --- Car Inspector
GOOD ON CANYON LINE ONLY.
UNTIL DECEMBER 31st, 1925. UNLESS OTHERWISE ORDERED AND VALID WHEN COUNTERSIGNED BY A. L. CARPENTER

COUNTERSIGNED
A. L. Carpenter
GENERAL MANAGER

ROSTER, OGDEN RAPID TRANSIT COMPANY:

1i Single truck open work & freight locomotive, first in Ogden; built by Brill. Ran as late as 1930. Link & pin couplers used for interchange at Five Points; ran to North Ogden, Brigham and up Canyon. Renumbered URT 025.

2i Single truck snow plow, built 1908.

3i A 750-volt motor flat; four posts supported trolley base. Popularly called "Chippie." Listed in 1913 as Line Car.

4-15i Old city cars, some of which rebuilt into service cars.

16-17i Double truck open-roof observation cars, used in Canyon. Built 1913 in Ogden and ran till 1935. Cost \$4055. Had closed vestibules, aisle down center, air.

18i Rebuild by ORT in 1908 of two single truck open cars; they were spliced and 18 resulted. Open, side loaded, walkover benches, air brakes, double truck, wood body and sills, GE 80 motors; well liked by motormen.

19i Double truck closed car, built in 1908 by ORT from two old cars. Air brakes. Ran to Sanatorium. In accident at North Ogden in May 1916 and scrapped soon after.

20-22i Barney & Smith double truck semi-convertibles; probably built about 1904. 28'0" long, Curtis trucks, two GE 67 motors (38 hp), K-10 control, hand brake.

23-26i Barney & Smith double truck semi-convertibles; probably built about 1905. 28'0" body, B&S 938 trucks, Two GE 54 motors (25 hp), K-10 control, hand brake.

27-30i St. Louis semi-convertibles, double truck, 38'0" long, StL 47 trucks, two GE 70 motors (40 hp), 15:71 gear ratio, K-10 control National straight air. Monitor deck roofs; ran into the Thirties.

31-32i St. Louis double truck semi-convertibles; built 1908. 41'0" long, StL 47 trucks, two GE 80 motors (40 hp), 15:71 gear ratio, K-28B control, Christensen air. Both were used in Ogden Canyon; 31 had a ratchet gong which made it highly prized by motormen. Both operated into Thirties.

33-36i Cincinnati Car Co., 1908. Eccles visited Washington DC in 1908 and rode car 142 there, built by Cincinnati; he liked it so well he ordered these. 41'0" long, four GE 80 motors, 15:71 ratio. Used PAYE fare collection, first time in Ogden. St. Louis cars thereupon rebuilt for PAYE.

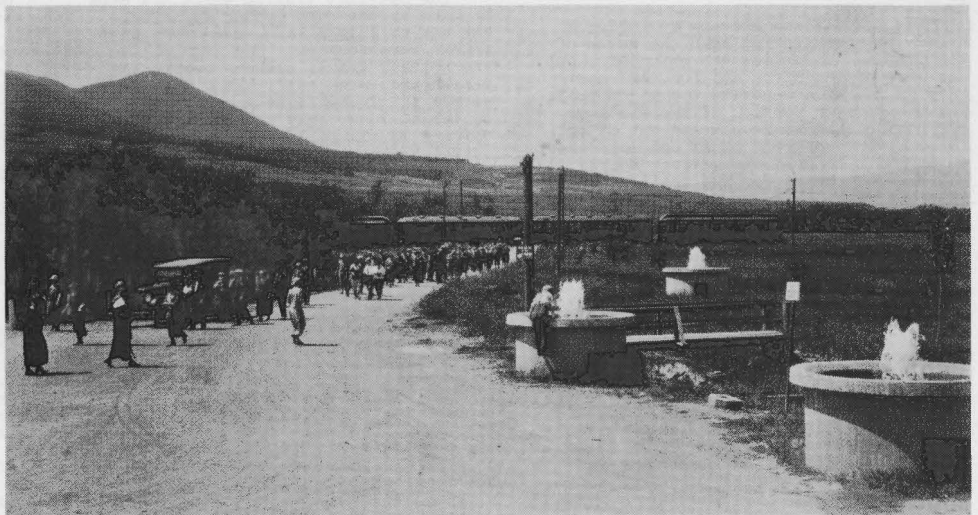
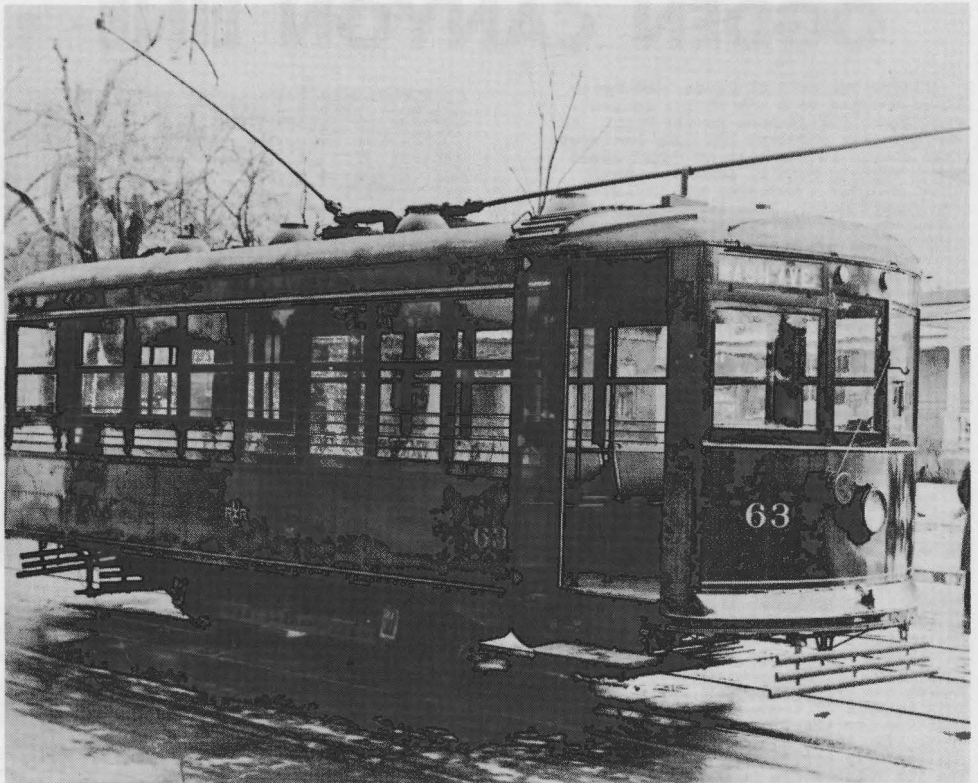
37-38i Heavy Ogden Valley cars; arch roof, double truck, painted yellow. Had Tomlinson couplers, could operated MU or haul trailers. Records obscure---may have been rebuilds of two of 33-36 Class, as 36 not listed after 1913. Supposedly built for Logan Rapid Transit. Cost \$6240 each.

40-45i All-steel double truck MU; built in 1914. Maximum number in train: 3. Cost \$4300 each. Painted yellow.

50-51i Said to have been rebuilt from 200 Class. Used on Lorin Farr Park run in Ogden in early Twenties. Had fenders & hand brakes. Out of service 1927.

60-75i Standard Birneys, built by American in 1918-19. Originally painted black & gold and lettered UIC. With delivery of these, "several" older cars were scrapped.

101-104i St. Louis suburban MU cars; wooden bodies and sills, steel sides and end sills. Built 1910, cost \$7440 each. 46'0" long, 101, 102 and 103 were passenger coaches with smoking section---104 was passenger-baggage combo. All had train doors, Tomlinson couplers, four motors, carried train number over doors, painted black with gold trim; 102 evidently was retired early, possibly as the result of an accident, as there is no mention of it in company records; last mention of 101 1934; 103, 1934; 104 was idle from 1931 to 1934 when last recorded. These cars were used on Brigham and Ogden Canyon lines.



(Top) UIC Birney 63 on Washington Blvd. line in Ogden. Sixteen of these little cars provided the bulk of the city service in Ogden after 1919. They were painted black with gold trim. (FF)

(Above) Wells, on the Ogden Canyon Line, about 1920. In the background may be seen the four-car train typical of Sunday and holiday operation in summertime. The monitor roof motor cars are of the 100 Class, while the two arch-roof trailers are of the 200 Class. This area is now deep under water, backed up by the Pine View Dam. (FF)

201-212i These were originally trailers and were used in both city and inter-urban service. The first three were built by American in 1910 and were 38'0" long, with wood bodies, wood underframes, and Brill trucks. The others were built by American in 1912; they had Brill trucks, wood bodies and underframes, steel sides. All had arch roofs and were single compartment closed cars. All had control lines running through them, and the common practise was to run one or more of

them in the center of trains, with motors of the 100 or 40 Classes at either end. In 1913, 201 and 202 were motorized. 205 and 206 were motorized in 1916 (1500 volts) for use in Logan, Brigham, Willard and Plain City; 206 had the reputation of being a sluggish car, but "it had whistles." 211 and 212 were motorized (1500 volts) and used in Logan and elsewhere. 203 and 204 were not recorded as early as 1913 but 207-210 remained trailers until scrapped in 1937.

OGDEN CANYON LINE

FOR A WHILE IT LOOKED AS THOUGH BAMBERGER
WOULD WIN THE RACE TO THE CANYON, BUT ---

Almost due east of Ogden, the Ogden River emerges from one of the deepest, most beautiful canyons in all Utah. An appreciative populace had long included this canyon in its list of "must sees" and a vehicle road of sorts was built prior to 1910. Cottages and at least one resort hotel, "The Hermitage," preceded the electric railway into the canyon. With the advent of electric traction, Ogden Canyon was a natural objective.

Simon Bamberger, who owned The Hermitage, desired such a line; so did the Ogden Rapid Transit Company, backed by the Eccles family. Bamberger acted by surveying and grading an extension from his Lincoln Ave. line in Ogden eastward toward the canyon's mouth. ORT acted by extending its line already in service (to a sanitarium near the mouth of the canyon). ORT had the inside track, and Bamberger reluctantly withdrew, abandoning his virtually completed grade.

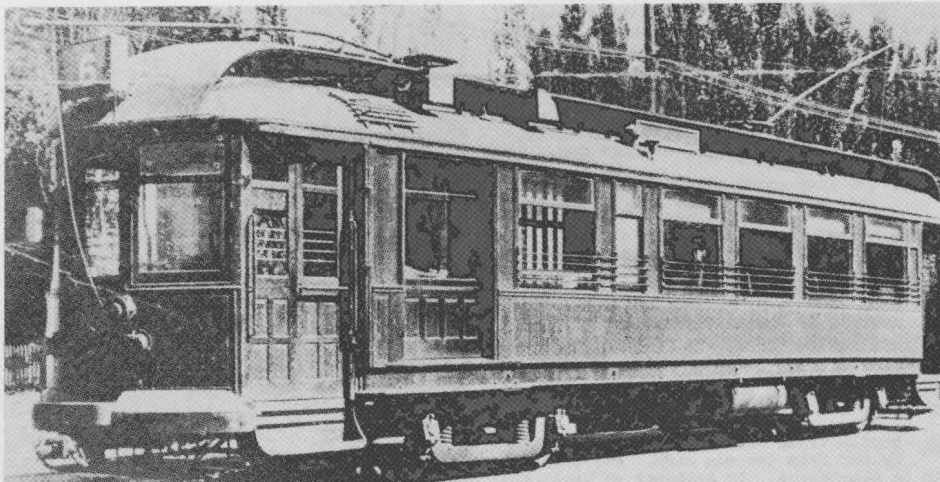
The ORT Ogden Canyon line was built from the mouth in as far as The Hermitage in 1909, and was placed in service in the summer of that year. The line was extended to Huntsville in 1915.

We quote from the "Electric Railway Journal" for November 12, 1910:

"The most interesting portion of the system (ORT) is the line that was put in service a year ago last summer in the canyon of the Ogden River. This canyon has long been famed among tourists as well as among the residents of Utah for its exceptional scenic features. The lower end of the canyon is particularly rugged and picturesque and the few spots where it widens out have been utilized for resorts, camping sites and summer homes. About two years ago, officials of ORT, realizing the possibilities of the canyon as a revenue producer, began the construction of a line to The Hermitage, a popular hotel and resort in the canyon.

"The company was already operating a branch to a sanitarium near the mouth of the canyon. This line was extended along the bank of the river and for the most part on the side opposite the wagon road. For the greater portion of the distance the roadbed had to be blasted out of solid rock, and concrete banks and walls had to be built to hold the grade. Nearly all the post holes for the trolley line also had to be prepared by blasting. A fair idea of the heavy construction necessary may be gained from the fact that the 3 miles of line in the canyon cost \$100,000.

"The total length of the line from the Union Depot in Ogden is 7 miles and in that distance the road rises 700 ft. to a 5000-ft. elevation at the upper end. The maximum grade is 4%, and this extends for a distance of about 2000 ft. The prevailing grade is 2-3/4%, and the maximum curvature is 30 degrees. There are not many cuts in the line, but such as have been made have also required fills of rock, the deepest of them being about 16 ft. The line crosses the river three



ORT car 104, one of four St. Louis-built suburbans used on the lines to Brigham and Huntsville. 101-104 were ORT's first MU cars. (FF)

different times in the canyon, at one point by means of an 80-ft., steel plate girder bridge. Rails weighing 48 lb. are used, and five sidings are provided so that a 10-minute headway can be maintained if desired.

"Side bracket suspension is used for the trolley with Ohio Brass fittings and No. 00 trolley wire. The line is fed from the central station in Ogden by means of five No. 0000 feeders, three of which run through to the end of the line.

"The heaviest traffic which has been handled by the road during any single day was on July 4 last, when 7000 passengers were carried. The average Sunday and holiday travel numbers about 1800 passengers, with half that number during weekdays. These figures apply to the months of June, July and August during which a 20-minute headway is maintained. During the winter months the schedule is extended to 1 hr. and 20 minutes.

"It is planned next year to extend the line 8 miles farther up the canyon to Ogden Valley, touching the Idlewild and Oaks resorts, and reaching the towns of Huntsville, Eden and Liberty in the valley above. This extension will entail nearly as heavy construction as that of the part now in operation."

ORT ordered its 100 Class from the St. Louis Car Company especially for the Ogden Canyon line. The 100s were what we popularly call "suburban" cars, but at that time they were much larger and heavier than anything ORT had previously operated. They were equipped with smoking compartments, toilets and seated 46. They were capable of train operation and had Tomlinson couplers. Two unique open

roof observation cars were rebuilt from older cars by ORT for use in the Canyon; these were cars 16 and 17, outshopped in 1913.

The extension to Huntsville was not completed until October, 1915, by which time ORT had become a part of the Ogden, Logan & Idaho Railway Company. The Hermitage-Idlewild segment was added in 1910.

The Ogden Canyon line usually ran fourth among all ORT lines in number of miles run and car hours, but returned a proportionately greater total in passenger earnings. It was a poor last of ORT's freight lines; freight consisted of supplies up, agriculture down.

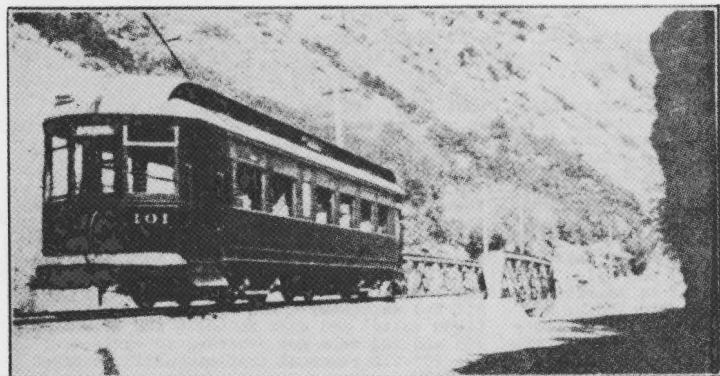
After the big steel interurban cars of the OL&I (UIC) 500 Class were delivered, they saw service on the Canyon line when loads were heavy. Thus the Eccles home town of Huntsville was occasionally served by the finest in interurban equipment, all out of proportion to its size or importance.

Many interesting anecdotes are found in old-timers' recollections of the line; two follow:

One stormy night a car went out of control, jumped the track and fell into the river. Its motorman, Walt Reed, was thrown into the swollen stream. All night long cars ran up and down the line with arc headlights blazing in a futile search for his body. It was found the next day, a half mile downstream.

On another occasion, the annual stockholders meeting resulted in a plethora of cars on the line. Officials, eager to make a good impression, ordered a subordinate to do what he would with older cars, but "Get 'em out of sight!" Anxious to please, he ordered every ancient car up into the Canyon, where they hid until the last stockholder left town.

Passenger service into the Canyon dwindled with the advent of a paved road and dependable automobiles. When competition became too great, UIC suspended passenger service (about 1932); freight service continued until the end of 1935 and was considerably aided in the waning years by the hauling of supplies to the Ogden Dam. When the dam was completed, it backed up water enough to inundate more than a mile of the electric railway. The end officially came for the Ogden Canyon line simultaneously with the ending of all local lines in Ogden: December 26, 1935.



Here we see car 101 approaching the notable steel bridge near the entrance of Ogden Canyon. After the arrival of the 500 Class, UIC attempted to sell the 100s but was unsuccessful. 101-104 ran until the early '30s.

UTAH IDAHO CENTRAL RAILROAD CO.														
Good for One Continuous Trip														
BETWEEN STATIONS PURCHASED IN MARGIN														
Subject to Condition of Contract														
VOID IF DESTROYED														
Form A 42														
Traffic Manager.														
Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station
Ogden	Eden	Huntsville	Far West	Wendover	Alton	Wendover	Alton	Wendover	Alton	Wendover	Alton	Wendover	Alton	Wendover
1921	13	29	1922	14	30	1923	15	31	1924	16	1	1925	17	1

To obtain a description of the electric railway up Ogden Canyon to Huntsville, let us take an imaginary ride on one of the trains. The date is July 4, 1916; we join the other pleasure seekers in holiday mood as they make their way to the waiting four-car train, standing in the street in front of the Union Pacific Depot at 25th & Wall Streets, Ogden.

Our train consists of four cars of the 100 series: a motor and a trailer, and another motor and trailer---all coupled up together to accommodate the huge crowd.

Slowly our train gains momentum; after rolling three blocks we cross the double tracks of the Bamberger road and stop in the street in front of the large waiting room. Baggage and express trucks meet us, loaded with express from points both north and south which had arrived on other interurbans.

With a lusty "All Aboard" from our busy conductor, we slowly grind our way up to the main street in town and turn north onto Washington Ave. This is a busy street but our long train begins to pick up speed, and after eight or nine blocks more the traffic begins to thin out.

Suddenly there is an application of our brakes and the train cuts across the curbing to make a right angle turn and return to the center of the new street---Canyon Blvd.---on single track. Already we can catch glimpses of the jagged mountains, but three miles away. After another mile and a half, our motorman begins to relax and lets up on the whistle as we enter private right of way. It seems we are doing at least 60!

Orchards now line the track, and a cactus can occasionally be seen. Soon the lead car leans to the left and then turns, and we are paralleling the cold clear waters of the Ogden River.

A tap on the shoulder---and the conductor

wants his fare. We happily pay him the 70¢ required to make the round trip to Huntsville.

Now and then the train affords glimpses of the canyon entrance which at first looks like a huge, forbidding gash in the rocks. Now we are at Canyon Entrance, where we see the regular local car waiting for us. The local car runs every 45 minutes.

Now the grade quickens and suddenly the hot sun disappears as our train screams and squeals around a sharp left turn into the mouth of the canyon. On our left we can hardly stoop low enough to see the blue sky above the protruding boulders, and a beautiful man-made waterfall falls close beside us, almost falling on the roof.

Almost before our fourth car is in the canyon, we are forced to cross a sturdy steel bridge to the narrow shelf of rock on the opposite bank of the roaring, crashing river. After a short while we cross back again and here we feel a little safer as there is enough space between us and the river for a few hardy trees to grow. There is a smile on your face as you decide to classify this canyon as a medium-sized Royal Gorge.

The train is slowing rapidly now, due to the steep, winding grade. Ahead of us is a sign reading "Peery's." In a few moments another sign appears, "Fairmont," and we begin to realize that there are a few cabins and cottages here and there in the slightly widening valley. Another sign reads "Lewis" and still another says "Pinetree."

Again we hear the two shots of air in the communication line and see the rope tighten as the conductor pulls hard in the rear of the car. Just listen to those four big traction motors---feel the gentle swaying---smell the fresh, invigorating mountain air! We are now almost one mile

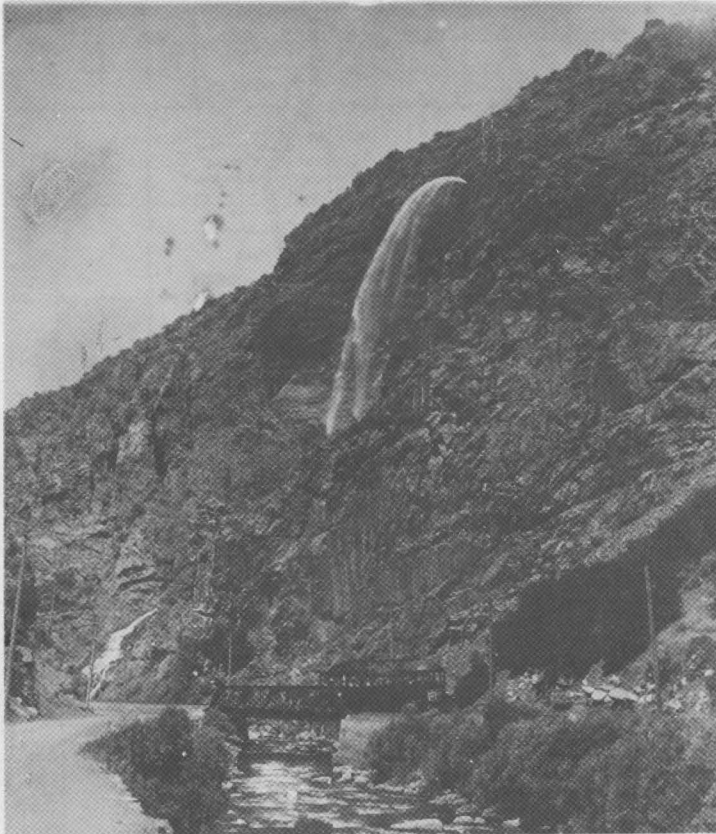
high. Our eyes close contentedly and we listen to the interurban at work: the trolley wheels shearing and hissing at the wire, wheels biting into the rails at each curve, the pleasant throbbing of the air compressor.

Suddenly the conductor calls out, "Hermitage!" Immediately there is an uproar. There are swarms of lunch baskets being brought down from the luggage racks and from beneath seats. This is where the line terminated from its construction until 1910 and we see many summer cottages, a picnic ground, hiking trails, a dance floor, and just everything to make a picnic perfect. Your conductor, a friendly soul, advises you to run up ahead a ways to get a good picture of the train as it approaches; you do so, and as you near the spot he must've meant, you are amazed to see the right of way hewn out of a precipitous cliff. The massive rocks even extend out over the trolley wire. This must have cost quite a sum to build. Here comes the train, and the motorman slows down to enable you to swing aboard the front end. Onward we go, deeper into the mountains.

Now the number of trees increases, and there is plenty of grass and chapparal. Again our train crosses the river---now a much calmer stream---and we stop before a large rustic lodge which we note is named "Idlewild." At this point a large number of passengers leaves us.

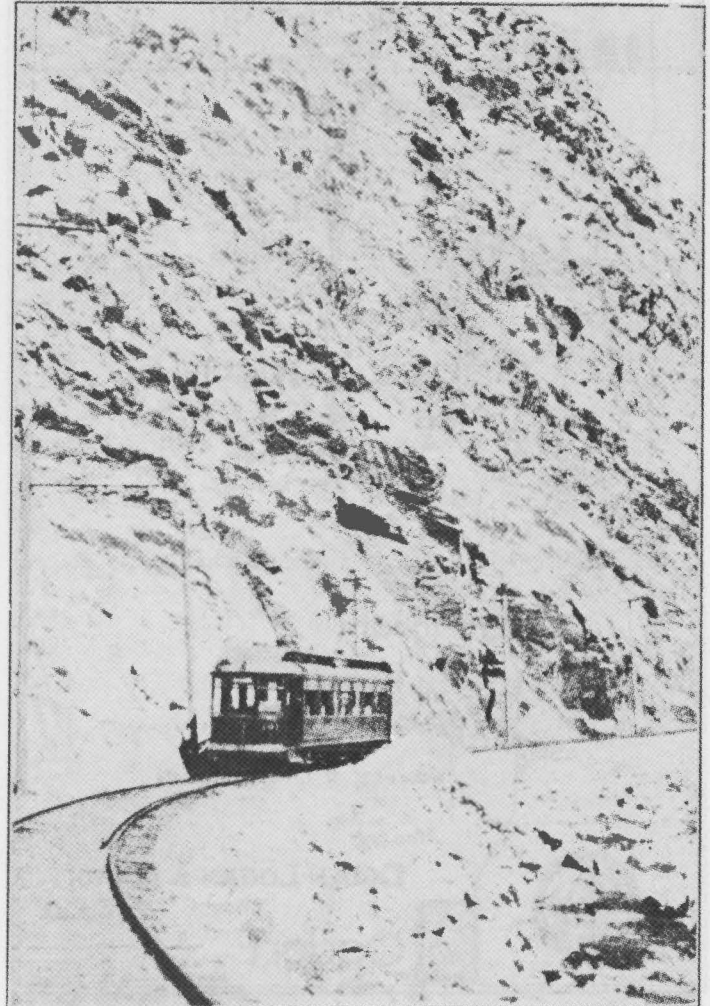
Onward we go; now we arrive at "Wells" which has one of the most popular picnic grounds in the county; here too we see the artesian wells from which the place takes its name. We note that now only a handful of passengers are left, and in front of us there seems to be quite a bit of farm land. The canyon has come to the cup part of the funnel; all around us we note snow-capped mountains reaching al-

(Page 82, Please)

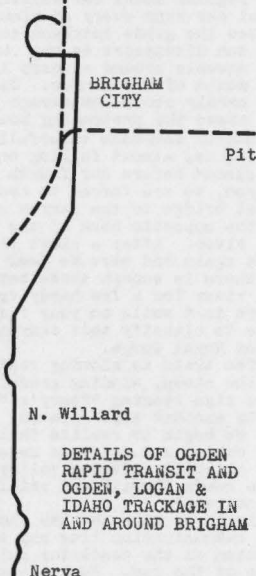
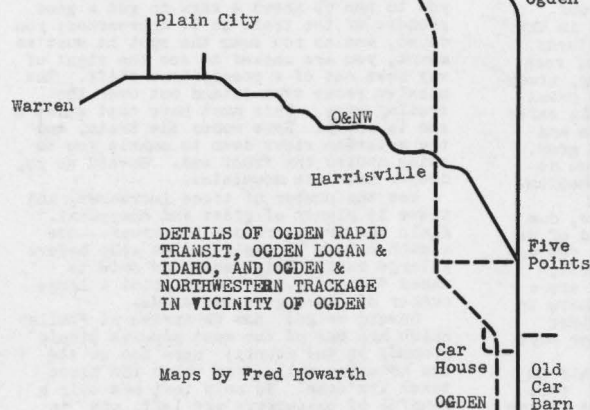


In the above photograph, kindly loaned by Julian Bamberger, we see one of the open-top observation cars (either 16 or 17) on the steel bridge just inside the canyon; above the car is the "man-made waterfall."

At right, car 101 proceeds up the canyon, with the Ogden River closely paralleling the track.



Solid Lines: ORT Trackage
Broken Lines: O&I Trackage



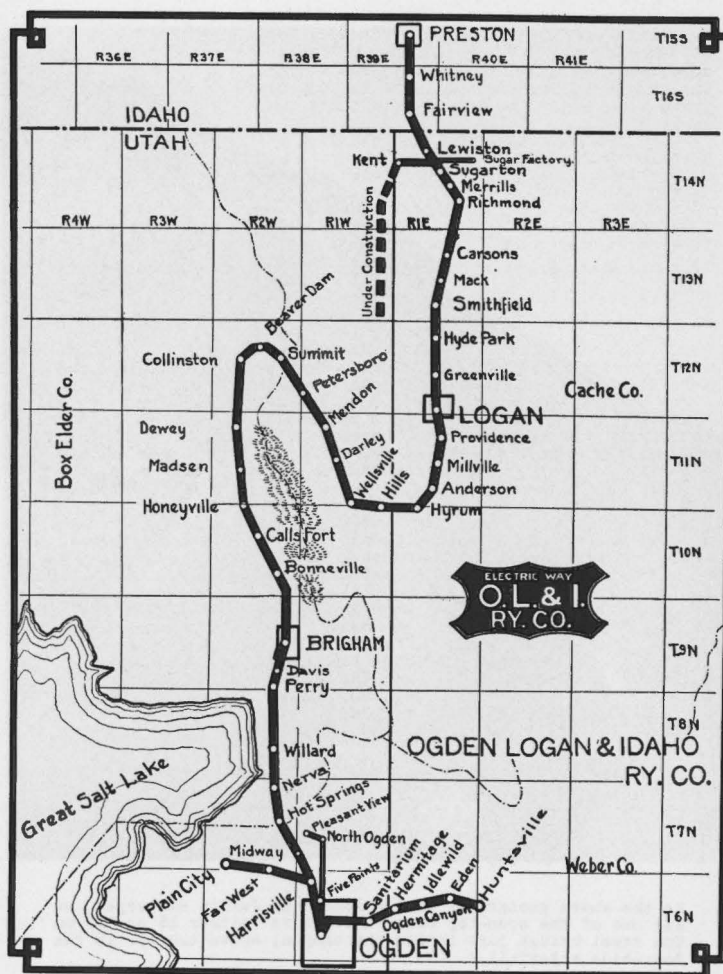
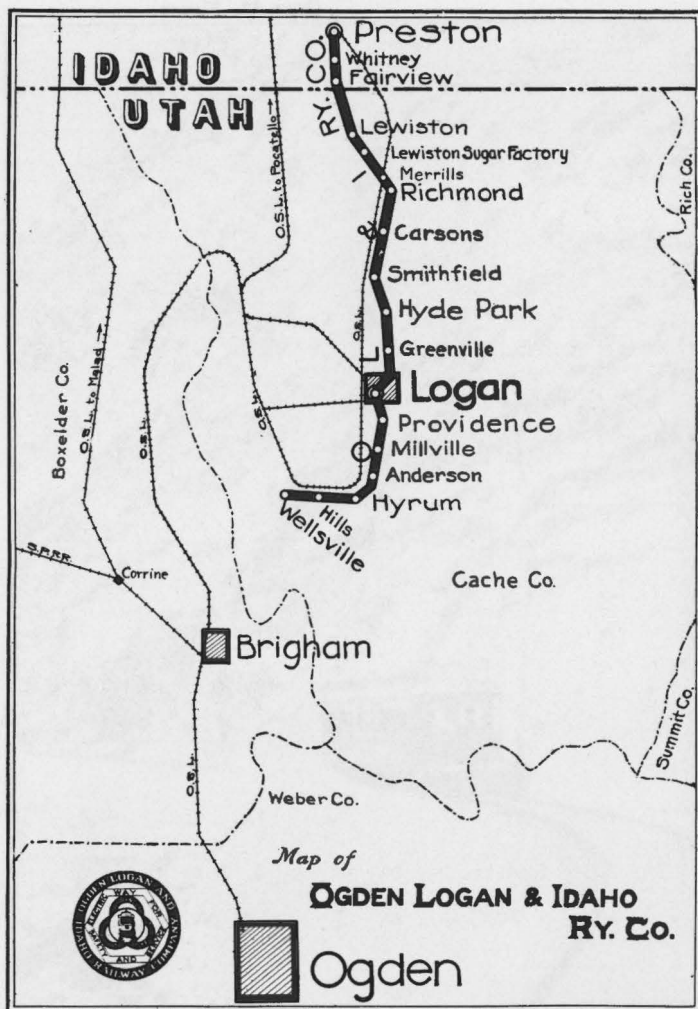
One rainy night the Superintendent came out to a merchandise train at the foot of a grade and told the crew to cut off the caboose so as to be able to make the grade. A boomer brakeman got mad and said, "No crummy, I quit." He held out his lantern to the Super and it was refused; so he whirled it three times around his head and let go.

Poles on Washington Ave., Ogden, were too close to the east track, so freights ran on west track. One day two doors fell off a cattle car and came to rest on the other track. When the freight train arrived in Ogden, not one sheep was missing, but the streetcars were stopped from 7th to 13th.

One time a train loaded with steel was coming down 25th St., Ogden; hand brakes were tightened, but a link in the chain broke and away she rolled...down across Washington Ave. to the U.P. Station.

Another time in Logan a steam dinkey was pulling two cars of fencing and gate material up a hill instead of pushing them, as the rules stated. The cars broke loose and car 38 (which was following) was warned in time. The motorman ran back through the 38, got her to rolling backward, and got part way around a sharp corner when the runaways nicked the rear platform. 38 ended up between two trees, while the freight cars let loose all over the area. It is believed that staples can still be found in neighborhood lawns.

A head-on meet between a freight and passenger occurred when a freight extra, southbound with five Bamberger open trailers, met a 100 Class car on a curve south of Harrisville. The 100 Class was "probably scrapped." A hand-operated block gave protection; power was so low the motorman of the 100 couldn't see the light, so pulled lever and proceeded.



LOGAN RAPID TRANSIT CO.

The Logan Rapid Transit Company was organized on January 29, 1910 and was capitalized at \$500,000. At the time of consolidation it operated 11.9 miles of electric railway in Logan and Cache County.

An excellent picture of the company is to be found in the annual report of its secretary for the year ending December 31, 1913, from which we quote:

"This company has served the public well and given its stockholders dividends from year to year of 8%. Its lines have been extended as far north as Smithfield and as far south as Providence (this branch has been a paying proposition from the start).

"Your company has in operation three fully equipped cars of modern type and also a trail car.

"During the life of the Logan system the company's cars have traveled a distance of 102,200 miles and carried 1,146,617 passengers who have paid the sum of \$57,330.

"The system known as the 'Interurban' operating between the towns of Smithfield and Providence has paid the company \$23,042. Its cars have traveled 58,660 miles and have carried 181,864 passengers."

The cars mentioned were Nos. 1 and 2, built by Cincinnati in 1910 for ORT, and #38, also from Ogden, and built by St. Louis in 1910. The trailer was #101, built by American in 1910 and purchased from ORT when new. It completed the passenger car roster, but there were also a work car (#302), a flat car and two gravel cars, both from ORT.

The car barn was a frame building 28x100, with a 50' pit, two tracks in barn, one along the outside. A brick substation 14x17 housed an Allis-Chalmers motor-generator which took AC current at 2300 volts (three phase) and converted it to 600 v. DC.

The local line started at the Oregon Short Line Depot (Union Pacific) and ran 18 blocks to the Utah Agricultural College, a little more than two miles. There were two sidings, one at either terminus, while at the OSL Depot there was a track connection with the steam road.

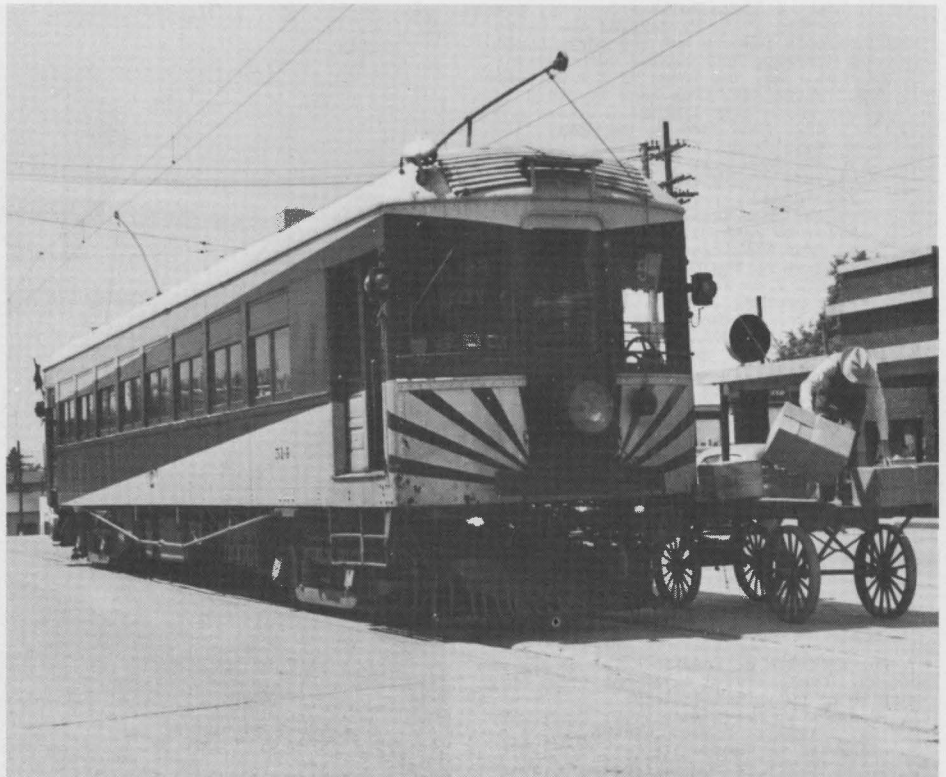
The Smithfield Line ran from 6th East & 4th North to Smithfield, 7.4 miles.

The South Main St. line consisted of about 5 1/2 blocks of track.

Trolley wire and feeders were both 0000 on the interurban, while the city line used 00 wire for trolleys and feeders.

Comparison of Lines: The two lines of LRT were officially known as the "Logan Branch" which was the line in Logan, and the "Smithfield Branch" which was the interurban line between Smithfield and Providence via Logan. The Logan Branch comprised the entire operation prior to September 1912, but the Smithfield Branch from its first complete month of operation (October, 1912) surpassed the local line in receipts consistently. The Logan Branch averaged in the neighborhood of \$1200 monthly, while the Smithfield Branch jumped to a solid \$1400 per month. For some obscure reason, Loganites' riding fell off badly every August; in 1912, the net earning for August was but \$72.38, a drop of \$600 from the previous month and \$900 less than the following month. This interesting quirk failed to repeated on the Smithfield Branch; its riders apparently saw no reason for not patronizing the cars in August just as in every other month.

LRT was quite a profitable undertaking for the Eccles interests. In the four year period ending December 31, 1913, the net yearly earnings were: 1910, \$8,180; 1911, \$7,143; 1912, \$10,923; 1913, \$14,388. Total dividends for this period were \$10,356!



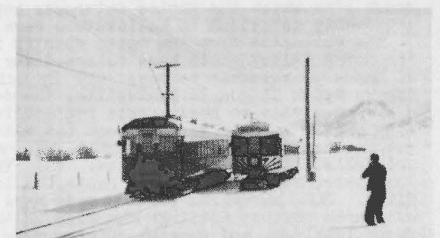
Above we see Train #9, car 514, unloading express at Logan in 1945. UIC's Logan Station can be seen at extreme right. (JS)

In late 1914 and in 1915 rails were extended south from Providence to Wellsville, 11.5 miles from Logan, and north from Smithfield to Preston, 27 miles north of Logan. This gave the Logan operation a main line of 38.7 miles, serving a population of less than 23,000 people.

The building of the connection between Wellsville and Brigham was completed in 1915, and on October 27th of that year through interurban service was inaugurated between Ogden and Preston. Inasmuch as the interurban was operated at a 1500-v. pressure, certain changes had to be made in the substation and city cars. Each car received two Westinghouse 543-A-6 750-1500 volt motors, connected permanently in series and controlled by R-200 double end equipment.

City car #2 on May 11, 1916, ran away while its motorman was in the station. He chased the car but failed to catch it, and the only passenger jumped without injury. Near the end of track the car jumped the rails and ended up on a lawn against a large tree, pulling down considerable trolley wire. For several hours interurban trains through the area were hauled by steam engines.

The automobile killed off patronage of the local line to such an extent that by 1924 UIC gave up and substituted two gas buses.



Above, #6 and #7 meet at Summit in 1942 as a railfan dutifully records the scene. This section probably was most photogenic of entire UIC main line. (AL)

Wellsville	W. B. Brown	Providence	Logan	Smithfield	Richmond	Meritt	Sudawa	London	Fairview	Preston	Date of Expiration
JAN.	1	14	27								
FEB.	2	15	28								
MAR.	3	16	29								
APR.	4	17	30								
MAY	5	18	31								
JUNE	6	19									
JULY	7	20									
AUG.	8	21									
SEPT.	9	22									
OCT.	10	23									
NOV.	11	24									
DEC.	12	25									

ROSTER: LOGAN RAPID TRANSIT COMPANY CARS: (As of December 31, 1913)

Car	Builder	Date	Type	Length	Weight	Motors	Ratio	Control	Brakes	Seats	Notes on Roster:
1	Cin.	1910	Wood	44'0"	40,000	GE 80*	15:71	K 28-B	Natl.	44	Cars 1 & 2 were ex-ORT and probably were ORT 35 & 36. LRT kept four GE 80 motors (40 hp) in 1, but 2 lost two GE 80s to work motor 302 in 1913. 38 was equipped with Ohmer register and couplers and hauled 101 on interurban line. After the 1 & 2 were made 750-1500 volt cars in 1915 they were renumbered 211 and 212 respectively. There is no mention in company records of 38 and 302 being converted to 750-1500 v. operation. Color: Yellow.
2	"	"	"	"	"	"	"	"	"	40	
38	St.L.	"	"	"	38,000	GE 70*	"	"	"	48	
101	Amer.	"	"	38'0"	---	None	---	---	"	40	
301	ORT	---	Flat	30'0"	---	"	---	---	Hand	---	
302	LRT	1913	Work	30'0"	---	GE 80	15:71	K 10-C	Hand	---	
350	ORT	---	Dump	30'0"	---	None	---	---	Hand	---	
352	"	---	"	"	---	"	---	---	"	---	

INTERURBANS

OGDEN LOGAN & IDAHO

The predecessor company of the UIC, the Ogden, Logan & Idaho Railway Company, was formed in May, 1914, by merging the Ogden Rapid Transit Company and the Logan Rapid Transit Company, both Eccles corporations.

At that time, the lines of the ORT were:

1. Washington Ave. from 36th St. to the north city limits..... 4.8 m.
2. Wall Ave. from 33rd St. to 24th, to Washington..... 1.5
3. 25th St. from Wall to Polk..... 1.9
4. Jefferson from 25th to 27th to Van Buren..... 1.0
5. 23rd St. from Washington to Harrison to 24th..... 1.2
6. 22nd from Washington to Adams to 21st to Van Buren..... 1.0
7. 17th St. from Washington to Fair Grounds..... 0.4

In addition to these city lines, ORT ran the following suburban lines:

1. Washington Ave. extension to Hot Springs..... 6.1
2. Brigham line, via 2nd St., Harrisville, Hot Springs, Willard..... 19.1
3. Plain City from Harrisville..... 0.5
4. Ogden Canyon..... 7.0
5. Brigham city line, from Main & Forest Ave. on Forest Ave. to the OSL (UP) Depot..... 0.7

Total..... 45.2

Lines operated by the Logan Rapid Transit Company at the time were:

1. City line, from 6th West St. & Center via Main, 4th North, Sixth East (one block)..... 2.3
2. Logan to Providence..... 1.5
3. Logan to Smithfield..... 7.4

Total..... 11.2

The articles of incorporation of the new company (OL&I) listed three new lines which were to be built immediately:

1. Brigham to Providence..... 44.0
2. Smithfield to Preston, Idaho..... 21.0
3. Idlewild to Huntsville..... 6.0

Total..... 71.0

Thus it will be seen that the chief job of the new company was to link up already existing suburban lines to form the main trunk line which the Eccles interests hoped eventually to extend to Yellowstone Park.

The extension from the Ogden country into the Cache Valley could have followed any one of three practicable routes: (1) By building up Ogden Canyon to Huntsville, thence over the divide to Logan; this route offered easy grades and was the shortest (45 miles). (2) The central route via Brigham, Mantua and Wellsville Canyon, 48 miles. (3) The Collinston-Bear River Canyon route, 64 long miles. OL&I surveying parties made maps of all three routes; feelings ran high in the towns involved, and special efforts were made by all three parties to secure free right-of-way for the interurban. Finally the OL&I made its decision: to build over Collinston Divide, paralleling the UP-OSL and utilizing the old roadbed of the abandoned steam narrow-gauge line, the Utah & Northern Railroad. OL&I officials felt that while the Collinston route was almost twenty miles longer, the fact that it tapped a number of important towns and crossed the rich Bear River Valley would add greatly to the possibility of traffic.

Once the route between Ogden and Logan was chosen, contracts were let and work got under way. The Utah Construction Company was the successful bidder, and its men and equipment were augmented by equipment leased from the OSL and SP. The attention of the builders was first concentrated on the 21 miles separating Smithfield and Preston. With the completion of this link, UCC crews were moved south and worked from Providence southward. As far as Wellsville, the going was easy, but the difficult construction up and over Collinston Divide took somewhat longer. The linking up with the Ogden network of tracks occurred at Brigham and the completion of the entire Ogden-Preston line was celebrated on October 27, 1915, although the first through train operated on October 14th.



Heavy construction was necessary to carry the OL&I's interurban line north to Preston. In the above photo, a steam shovel is seen hard at work in the "big mud cut" just over the Idaho border. (FF)

The first timetable showed 16 trains per day each way between Ogden and Preston with two more between Ogden and Brigham. Time for the run to Preston was five hours northbound, 4 hours & 50 minutes southbound. Of note is the fact that the first of the 500 Class steel interurban cars were placed in service between Providence and Preston some time earlier than the official opening of the through service, probably March, 1915.

OL&I decided on a trolley pressure of 1500 volts in order to economize on the number of substations required. This meant it would be necessary to convert local service in Logan and Brigham to the higher voltage, but Ogden streetcars and Ogden Canyon were kept at their original 600 volts. Power was purchased from a private company and was converted to 1500 volts DC at four new substations: 17th & Lincoln in Ogden, Hot Springs, Dewey, and Smithfield.

A notable feature of the construction of the OL&I was the substantial nature of the stations constructed in the larger cities. The stations were of brick and concrete, and were located as follows: Ogden, Willard, Brigham, Mendon, Wellsville, Hyrum, Logan, Richmond, Lewiston and Preston. In later years a neon sign in the form of the UIC's emblem blazed over each station. The most impressive of these stations was the one at Logan, which cost \$20,000.

Three car barns were considered adequate; the largest was the one at Ogden—at 17th & Lincoln, on the site of the old fairgrounds. Here, OL&I built a brick car house of sufficient capacity to accommodate every car it owned. Adjacent were its shops, also very complete and equipped with all tools and machines necessary to keep the cars in

first class condition. Later a large yard was constructed in the rear of the shops. Small car barns were maintained at North Logan and at Preston.

The adjustment from a suburban system to an interurban system required certain track changes: In Logan, the jog made by city cars through the heart of town was eliminated by new track straight through town on Main Street, rejoining the old line near Hyde Park. The completely new line from Ogden to Brigham required connections to the old line for the purpose of allowing freight from the old line to be handled more efficiently via the new line; such a connection was constructed from Five Points due west to join the new line, and the old Brigham line was abandoned soon after.

ORIGINAL BRIGHAM LINE: At this point it is pertinent to bring in the history of the original line between Ogden and Brigham. On December 9, 1890, the Ogden & Hot Springs Railway & Health Resort Company received a franchise for a railway from the north end of Washington Ave. to North Ogden, thence north and west to Hot Springs. The line was built and operated by steam dummy power. The Ogden & Northwestern Railroad Company was incorporated on October 3, 1903, and purchased the older company. The O&NW was an Eccles company and electrification took place about 1907, when the O&NW extended the line from Hot Springs to Brigham, seven miles. On June 22, 1911, O&NW conveyed the line to ORT, which operated it until absorbed into OL&I.

PLAIN CITY LINE: This was built as an O&NW branch. The franchise was granted on March 8, 1909 for a line from the north city limits of Ogden through Harrisville, Farr West to Plain City for the "operation of a steam railroad." \$48,000 was spent by the Eccles interests in 1909 in building the line. A 15-ton Baldwin



Ogden, Logan & Idaho Railway Co.



GENERAL OFFICE
314-323 ECCLES BUILDING
OGDEN, UTAH

steam dummy was the motive power, and the passengers rode in a 200 Class wood trailer. In 1916 this branch was electrified, and in 1918 it was extended to Warren at a cost of \$5,000 per mile.

QUINNEY BRANCH: A line from Sugarton to Kent was built in 1916 as a private, two-mile spur. In 1918, the nine miles between Kent and Quinney were built, later extended to Thaine. This was done by the Cache Valley Railroad Company, another Eccles enterprise; In March, 1919, the CVR was consolidated with the UIC. The Quinney Branch was for freight only, although a two-car school train ran over it throughout its lifetime. This was run at cost and made no profit for the UIC. The Quinney Branch opened up a large area for agricultural purposes, and was unique in being the only part of the UIC system which did not have to compete with the OSL for traffic. Its outstanding feature was the very large steel bridge over the Bear River north of Quinney.

CORPORATE HISTORY: The OI&I was incorporated under the laws of Utah on October 17, 1914 as a consolidation of the ORT and the LRT. On January 1, 1918, its name was changed to UTAH IDAHO CENTRAL RAILWAY. As of January 1, 1920, city lines in Ogden and the Ogden Canyon line were sold to the UTAH RAPID TRANSIT COMPANY (an Eccles company). On November 5, 1926, properties of the UIC were sold at receiver's sale to a new company, UTAH IDAHO CENTRAL RAILROAD COMPANY (incorporated in Delaware on October 18, 1926). On November 24, 1939, properties of UIC were acquired by a bondholders' committee headed by G. S. Eccles; a new company, UTAH IDAHO CENTRAL RAILROAD CORPORATION, was incorporated in Delaware on October 30, 1939, to receive the properties from the bondholders, and on June 14, 1940, the ICC authorized the new company to acquire and operate these properties. 96% of the outstanding stock of the new company was owned by the Amalgamated Sugar Company, an Eccles corporation. This company operated the system until the final abandonment in 1947.

LOCAL OPERATIONS: In addition to the Ogden and Logan local streetcar operations, UIC also provided local rail service for a short time in Brigham. This was converted to bus quite early; records are indefinite, but one source says 1919. The Logan streetcars were succeeded by two buses in 1924. This marked the end of local rail passenger service, as the Ogden lines were broken away in 1920.

OI&I Line Comparisons, 10/17/14 to 6/30/15:

Line	Passengers	Earnings
Washington Ave.	1,026,229	\$ 45,753
27th St.	165,721	7,600
25th St.	315,561	14,167
23rd St.	237,611	10,857
21st St.	290,054	13,356
Fair Grounds*	1,271	61
Canyon-Huntsville	71,886	7,669
North Ogden	103,048	5,365
Plain City	33,537	6,114
Brigham Inter.	220,554	47,460
Brigham Local	31,962	1,685
Logan Inter.	249,904	40,670
Logan Local	162,143	7,957
Totals	2,909,481	\$208,717

* In Operation 2 Months

OI&I Work Under Way, 10/17/14 to 6/30/15:

Logan Extension	\$753,827
Huntsville Extension	69,227
Ogden Terminal	27,369
Lincoln Ave. Extension	29,309
Harrisville-Hot Springs Cut-off	12,383
Plain City	190
No. Ogden-Pleasant View	502
New Ogden Car House	22
New Equipment	29,482
Ogden City Work	117
Ogden Canyon Work	2,262
Brigham Car Barn	335
Washington Ave., north city limits to N. Og.	146
Miscellaneous	4,724
Total	\$ 929,901

Next, a few paragraphs from UIC's operating timetable:

SPEED REGULATIONS: Passenger trains will not exceed 15 miles per hour and freight trains 10 mph on Plain City and Warren Branches, and passenger trains 20 mph and freight trains 15 mph on Quinney Branch.

Passenger trains will not exceed 55 and freight trains 35 mph at any point.

All trains must approach spring switches under control, so motorman can see position of switch points. Speed must not be increased until entire train has passed over switch. Freight motors running light will not exceed 20 mph at any point.

City speed ordinances: Brigham and Wellsville, 12 mph; Logan, Hyde Park, 15 mph; Hyrum, 20 mph. Speed through all towns must be under CONTROL and public crossing whistle sounded approaching every street crossing except Logan where it will be sounded in emergency only.

RAILROAD CROSSINGS: Railroad crossings are located at the following points: D&RGW freight yard on Lincoln Ave., Ogden; trains using this crossing in both directions must do so under flag. Reduce speed to 10 mph over railroad crossings at American Can Factory, Ogden, Browning and Harrisville. Stop before crossing over UP tracks at Becker's Brewery, Ogden. Olida south-bound only. UP at Preston; trains will use this crossing in both directions under flag. While passing under UP at Merrills all trains will run under control.

STANDARD CLOCKS: Ogden, Brigham, Logan and Preston.

REGISTER STATIONS: Ogden, Preston, and Ogden Car Barns.

BULLETIN BOOKS: Ogden, Logan, Preston and Ogden Car Barns.

ADDITIONAL SIDINGS OR SPURS:

Main Line:	Mile Post	Capacity
Beaton	37.8	5 cars spur
Beaver Dam	43.5	2 " "
Rock Spur	65.2	10 " "
Winn	73.6	17 " "
Idaline	87.2	12 " "
Beckstead	92.7	23 " "

Quinney Branch:

Cunningham	D 2.1	19 cars spur
Kent	D 2.9	32 " siding
Mills	D 4.3	23 " spur
Wheeler	D 4.8	14 " "
Bullen	D 5.2	34 " "
Litz	D 7.7	13 " "
Litz	D 7.7	23 " siding
Hurren	D 8.6	24 " "
Thain	D 14.0	6 " spur
Quinney	D 11.8	30 " "

Plain City Branch:

Harrisville	C 0.0	6 cars siding
Farr West	C 1.9	13 " "
Beet Dump	C 4.5	29 " spur
Randall	C 5.2	6 " "
Lyman	C 5.6	17 " "
Warren	C 7.0	15 " "

BUS OPERATION: In order to prevent possible competition, UIC began the operation of buses between Ogden and Preston in 1924, when three intercity type coaches were purchased. The buses closely paralleled the rail service except that they ran via Mantua, eliminating about 16 miles and enabling them to better the interurbans' time by 17 minutes between Brigham and Wellsville. The buses operated after rail abandonment and were finally taken over by Burlington Trailways in June, 1947.

ABANDONMENT: 1947 saw the abandonment and uprooting of the entire UIC system. Perhaps this was to have been expected, for the UIC's 125 right-of-way miles served a population of only 80,000--of which Ogden accounted for slightly more than half. Only 36,000 people lived along the UIC in 1946--less than 400 people per mile. When paved highways and a highly integrated bus and truck competition developed, there

could be but one result: the end of UIC as a rail operation.

On December 20, 1946, UIC asked the Interstate Commerce Commission for authority to abandon its entire line. UIC's application said the company had been operating at a loss of \$237,664 from 1943 through the first ten months of 1946. "There is no prospect that sufficient additional revenue can be obtained to meet the corporation's operating charges, which are increasing, taxes, and other costs and expenses," the application said.

A petition for receivership of the road had been filed the previous day in Federal Court in Salt Lake City in behalf of the First Security Trust Company which claimed a first lien of \$289,280. Federal Judge Tillman D. Johnson appointed S. J. Quinney (he also axed S&U) receiver.

At the time, UIC was down to one rail round trip between Ogden and Preston; this left Ogden at 9:30 AM and returned at 8:20 PM.

The coal strike and consequent loss of considerable coal traffic undoubtedly hastened the demise of UIC. Passenger traffic had been considerably reduced when the Utah Public Service Commission granted franchises to a competitor by the name of Cook and also to Union Pacific Stages to carry people between points north of Ogden (not including Ogden) to and from Salt Lake City.

Judge Johnson on February 13 issued an order suspending operations of the rail line effective 12:01 AM Sunday, February 16, 1947. Thus Saturday, February 15, was the last day of UIC's interurban life. Old time UIC men seemed almost to sense a hesitance on the part of the green-and-white interurban car as it pulled out of the Ogden Terminal that last morning with Motorman Jessop of Ogden at the controls; Jessop had ridden the first car to Preston in 1914, and he had the distinction of running the last car there. The old car rolled back into Ogden Terminal that evening, and the UIC and the car rolled to a final stop together.

However, the UIC's bus operations were unaffected by the rail abandonment; they kept on until leased by Quinney to Burlington Trailways in April, which company later purchased the operation outright when the Court finally permitted the sale of UIC assets.

The Bamberger Railroad entered into a temporary agreement with Quinney under which BRR provided emergency switching service to a half-dozen industries served by UIC in Ogden; trolley voltage was cut to 750 on Lincoln Ave. to 17th St. to permit BRR engines to perform this service.

The ICC hearing on the abandonment plea took place in Ogden on May 5 and its final decision was handed down a month later. In part the decision read: "Aside from operating losses, the line is in need of rehabilitation, for which large expenditures will be required. Its abandonment might inconvenience or damage some shippers and require others to incur additional charges for trucking transportation or expend substantial sums of money for the construction or rearrangement of industrial tracks or sidings, but continued operation at financial losses would impose an undue burden upon the applicant and upon interstate commerce." The ICC thereupon authorized UIC to abandon its entire rail line.

Hyman-Michaels Company took on the job of scrapping the rail line and rolling stock; work progressed rapidly: a light diesel locomotive powered the rail-pulling train, while cars were burned at Ogden Shops. Here are some "lasts" for your records:

1. Last passenger train: 15 Feb 47
2. Last freight train: 28 Feb 47
3. Last car, any type: 18 Mar 47 (051)

89 UIC steel gondolas of the 1000 Class were sold to other railroads; the remainder of UIC's rolling stock was scrapped, although (records are unreliable) it is possible that one or two electric locomotives were sold for continued use.

Little of UIC's trackage was kept for continued railroad use. Bamberger bought about half a mile on Lincoln Ave., Ogden, including the spur into the American Can Company; The Mormon Church, through its Ogden Welfare Association, purchased the UIC's car barn and the trackage north from the American Can Company spur to 7th St., Ogden, which Bamberger served under agreement. The remainder of the UIC's properties were sold to miscellaneous bidders to complete the dismantling of what had been an exemplary interurban system.

SOUTHWARD							OGDEN-PRESTON LINE							NORTHWARD						
FIRST CLASS														FIRST CLASS						
	12	10	8	6	4	2	Distance From Preston	TIME TABLE NO. 23 Effective 3.01 AM September 16, 1940	Distance From Ogden	1	3	5	7	9	11	Car Capacity Siding and Spurs				
	Leave Daily	Leave Daily	Leave Daily Except Saturdays and Sundays	Leave Daily	Leave Daily Except Saturdays and Sundays	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Except Saturdays and Sundays	Arrive Daily	Arrive Daily	Arrive Daily Except Saturdays and Sundays	Arrive Daily					
	M-7 5.15PM	3.10PM		10.15AM		6.50AM	0.0	D PRESTON	94.7	A9.00AM		A12.20PM	M-11 A4.50PM		A6.35PM	Yard—Y				
	5.19	3.14		10.19		6.54	2.2	FRANKLIN SPUR	92.5	8.54		12.14	4.43		6.28	Spur 7				
	f 5.21	f 3.16		f 10.21		f 6.56	3.9	NORTH FAIRVIEW	90.8	f 8.51		f 12.11	f 4.40		f 6.25	Siding 11				
	f 5.24	f 3.19		f 10.24		f 6.59	6.0	FAIRVIEW	88.7	f 8.47		f 12.07	f 4.36		f 6.21	Spurs 40				
	s 5.28	s 3.23		s 10.28		s 7.03	8.3	D LEWISTON	86.4	s 8.43		s 12.03	s 4.32		s 6.17	Spur 6 Siding 17				
	f 5.30	f 3.25		f 10.30		f 7.05	9.3	SUGARTON	85.4	f 8.41		f 12.01	f 4.30		f 6.15	Yard				
	f 5.33	f 3.32		f 10.33		f 7.08	11.4	MERRILLS	83.3	f 8.38		f 11.58	f 4.27		f 6.12	Siding 3				
	s 5.36	s 3.35		s 10.36		s 7.12	13.4	D RICHMOND	81.3	s 8.32		s 11.55	s 4.24		s 6.09	Yard				
	f 5.42	f 3.45		f 10.42		f 7.18	17.4	MACK	77.3	f 8.22		f 11.49	f 4.18		f 6.03	Siding 30				
	s 5.46	s 3.50		s 10.46		s 7.23	19.5	D SMITHFIELD	75.2	s 8.18		s 11.46	s 4.15		s 6.00	Yard				
	M-11 5.52	f 4.00		f 10.52		f 7.30	22.3	D HYDE PARK	72.4	f 8.08		f 11.39	f 4.08		M-13 5.52	Siding 10				
	f 5.54	M-7 4.04		f 10.54		f 7.35	23.0	TANGENT	71.7	f 8.03		f 11.37	M-10 4.04		f 5.48	Siding 26				
	f 5.56	f 4.08		f 10.56		f 7.37	24.5	GREENVILLE	70.2	f 8.01		f 11.35	f 4.02		f 5.46	Spur 16 Siding 26				
	s 6.05	s 4.14		s 11.02		7.50 8.00	27.2	D LOGAN	67.5	7.55 M-3 7.51		11.29	3.56		5.40	Yard				
	6.10	4.17		11.05				PROVIDENCE	65.9	f 7.47		f 11.19	f 3.43		f 5.32	Spur 11				
	f 6.15	f 4.21		f 11.09		f 8.09	28.8	D MILLVILLE	63.9	f 7.43		M-4 11.15	f 3.38		f 5.28	Spur 8				
	f 6.20	f 4.25		M-6 11.15		f 8.18	30.8	D GLEN	63.4	f 7.41		f 11.13	f 3.35		f 5.26	Siding 20				
	f 6.22	f 4.27		f 11.18		f 8.20	31.3													
	s 6.29	s 4.34	M-7 3.30PM	s 11.26		8.30AM	34.5	D HYRUM	60.2	s 7.36	A8.35AM	s 11.08	M-3 3.30		s 5.21	Yard				
						M-3 A8.32	35.1	WEST HYRUM	59.6		M-2 8.32					Spur 8				
	f 6.31	f 4.36	f 3.35	f 11.28			36.1	HILLS	58.6	f 7.33	f 8.29	f 11.05	f 3.21		f 5.18	Spur 7				
	s 6.37	s 4.42	s 3.40	s 11.34			38.7	D WELLSVILLE	56.0	s 7.29	s 8.25	s 11.01	s 3.16		s 5.14	Yard				
	f 6.44	f 4.49	f 3.48	f 11.41			43.2	RONDO	51.5	f 7.22	f 8.18	f 10.54	f 3.05		f 5.07	Yard				
	f 6.46	M-11 A4.51PM	f 3.50	f 11.43	f 7.50AM		44.1	D MENDON	50.6	7.20AM	f 8.16	f 10.52	f 3.03	A4.15PM	M-10 5.05PM	Spur 6 Y				
	f 6.52		f 3.56	f 11.49	f 7.56		46.8	PETERSBORO	47.9	f 8.09	f 10.48	f 2.59	f 4.09			Spur 7				
			M-9 A4.00PM		M-3 A8.00AM		49.4	KIDMAN	45.3		M-4 8.05AM			M-3 4.05PM						
	f 6.58			f 11.55			50.2	SUMMIT	44.5			f 10.43	f 2.54			Yard				
	f 7.04			f 12.02PM			53.8	UKON	40.9			f 10.36	f 2.47			Siding 25				
	f 7.08			f 12.06			56.4	GRAVEL PIT	38.3			f 10.31	f 2.42			Spurs 15				
	f 7.13			f 12.11			58.7	D DEWEY	36.0			f 10.27	f 2.38			Yard—Y				
	f 7.17			f 12.15			62.0	MADSEN	32.7			f 10.23	f 2.34			Spur 15				
	f 7.20			f 12.18			64.5	D HONEYVILLE	30.2			f 10.20	f 2.31			Spurs 24				
	f 7.23			f 12.21			66.3	CALLS FORT	28.4			f 10.17	f 2.28			Spur 11				
	f 7.26			f 12.24			69.2	BONNEVILLE	25.5			f 10.14	f 2.25			Siding 27				
	s 7.34			s 12.32			73.6	D BRIGHAM	21.1			s 10.07	s 2.18			Yard				
	7.39			12.37			75.7	OLIDA	19.0			10.02	2.12			Siding 27				
	f 7.43			f 12.41			77.9	SOUTH PERRY	16.8			f 9.59	f 2.09			Siding 27				
	7.46			12.44			80.1	NORTH WILLARD	14.6			9.56	2.06			Siding 23				
	f 7.48			f 12.46			80.9	D WILLARD	13.8			f 9.54	f 2.04			Spurs 7				
	f 7.52			f 12.51			83.9	NERVA	10.8			f 9.49	f 1.59			Siding 23				
	f 7.55			f 12.54			86.1	HOT SPRINGS	8.6			f 9.46	f 1.56			Siding 7 Spur 17				
	f 8.02			f 1.01			90.2	HARRISVILLE	4.5			f 9.40	f 1.50			Siding 17				
	f 8.05			f 1.04			92.3	U. P.-S. P. Interchange	2.4			f 9.37	f 1.47			Yard-Interchange				
	A8.15PM			M-7 A1.15PM			94.7	D OGDEN TERMINAL	0.0			9.30AM	M-3 1.40PM			Yard—Y				
	Arrive Daily	Arrive Daily	Arrive Daily Except Saturdays and Sundays	Arrive Daily	Arrive Daily Except Saturdays and Sundays	Arrive Daily				Leave Daily	Leave Daily Except Saturdays and Sundays	Leave Daily	Leave Daily	Leave Daily Except Saturdays and Sundays	Leave Daily					

FULL FACE TYPE OR HEAVY BLACK FIGURES INDICATE POSITIVE MEET
—APPROACH MEETING POINTS UNDER CONTROL—IF TRAIN TO BE MET
NOT THERE CALL DISPATCHER IMMEDIATELY.

"A" at left of time in schedule indicates arrival at Terminal.

"S" at left of time in schedule indicates regular stop. "F" stop on flag only.

"D" at left of station indicates an agency station.

At meeting points Northward Trains will take Siding.

All trains will stop on flag at Broom, Union Pacific-Southern Pacific Interchange,
Midway, View, Clays, Woods, Perry, Davis, So. Brigham, No. Brigham, Bristol, Harper,
Crystal Springs, Pioneer, Beaton, Collinston, Beaver Dam, Kidman, Farrell, South

Mendon, North Mendon, South Wellsville, North Wellsville, West Hyrum, Anderson,
Humphries, South Providence, South Logan, South Smithfield, North Smithfield, Carson,
Empey, North Cache, Bert, Idaline, Whitney, Beckstead and South Preston.

All regular trains will stop at Second North, Logan.

Northbound trains must connect with connecting Bamberger trains unless otherwise
instructed by dispatcher.

R. E. HELM, Chief Train Dispatcher.

F. P. ATKINSON, Train Dispatcher

J. T. WATSON, Train Dispatcher

J. E. WESTPHAL, Train Dispatcher.

Want to ride the UIC from Ogden all the way to Preston? Actually it's impossible--- but in memory we can and will!

We enter the dim old Ogden Terminal, walk up to the ticket counter and buy our round-trip ticket to Preston, 94 miles north. If there were five in our party, we could buy a 1000-mile interline ticket book and each of us could then make the ride for about \$4.00 each. We walk back through the long narrow building and out the back door, where we are greeted by the sight of a half-dozen assorted Bamberger and UIC interurban cars. It's a nippy winter day in late November, but the sun is trying its best to warm the air. In the sparkling freshness of the weather the big electric cars look wonderful, although we must admit that here and there a dent or bad paint is accentuated by the crystalline clarity. It's 9:45 AM, and our train, #3, is about ready to leave. The train consists of motor car 506 and trailer 602; the motor car has been given the striking green-silver modernized paint job with the sunburst front end, while the trailer seemingly hasn't been painted for years, but gives the effect of having once been Pullman green. We find our seat in the smoking compartment of the 604, two whistles rend the air, and we start to roll.

Our train turns north on Lincoln Ave. and at 23rd St. we pass into 1500-volt territory. At 17th St., just to our left, we see the capacious red brick car house and shops of the UIC, said to have been built to hold every car of the O&I and URT companies. We pass onto private way at this point and pass the boneyard behind the shops. Many interurban cars are seen in various states of disrepair. Some have obviously been robbed to keep more fortunate cars running, while others have just as obviously been in bad accidents. A general air of decay pervades the scene, and we are not sorry to have it pass into the background.

Speed picks up to about fifty, the maximum free running speed of UIC motor cars. Just as we round the first curve we pass the point where once there was a branch over to Five Points, connecting with the last bit of ORT trackage. ORT's old line to Brigham was succeeded by the more direct route on which we are now riding in 1915, but the highway alongside which the original line ran can be seen from time to time. A mile more and we apparently cross another interurban line but it's merely the Plain City Branch of UIC--- which originally came across from Five Points on the old main line; when the new line was opened, that portion between Five Points and Harrisville (where it crosses the new line) was abandoned. Because the U.P. tracks are hard alongside us to the left, it was necessary to build the connection on the right of our line, making it necessary to back in and cross the main to get to Plain City.

The next point of note is an old stucco station at Hot Springs; this structure is no longer in use. To our right beyond the station is the highway where the old main line once ran, and a few feet beyond this is an ancient lava flow formation which gave vent to the Hot Springs. The tortuous old ORT line on the east side of the highway ran right to the edge of the mountains, following all the ins and outs and ups and downs. Here at Hot Springs, the old and new rights-of-way part company and never come together again until Brigham is reached. The UIC's "limited" route (as it was called when first built) runs straight and direct through the fields, coming at one point within two blocks of the Great Salt Lake on the left, while on the right jagged mountainous rocks jut many hundreds of feet into the sky.

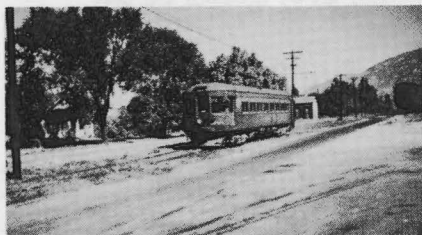
We are nearing Brigham now, and the Bushnell Army Hospital comes into view. We en-



506 & 602, as Train #3, about to leave Ogden Terminal for Preston. Bamberger trains usually used the south track, UIC trains the north, with other tracks used for car storage. The postwar Bamberger depot was built in the space to the rear of 602. (BJ)



Train #3 approaches Summit, at the top of Collinston Divide. UIC tracks here were laid on the abandoned grade of the old Utah Northern Railroad, a narrow-gauge steam railroad. The Collinston route was the long way 'round to reach Cache Valley, but for UIC it was cheapest. The direct route via Mantua was later used by UIC buses, saving them twenty minutes over the trains. (GK)



504 in Brigham, 1946. (FF)

ter Brigham from the south and head due north (as we will in almost all other towns today; Utah towns were laid out to square with the compass). We get a glimpse of a spur cutting off to the right to reach a large gravel pit at the base of the hills, then pull up before the Brigham Station, a neat brick building; UIC also has a coal house, a tool house, a gravel unloading plant and the residence of its agent here.

As we leave Brigham, we see a connection swing off to the left to connect with the U.P., about 600 feet away. This section of the UIC passes through the heart of the famous Utah celery land. It was over these rails several years ago that the U.P. had to operate temporarily while a burned bridge was being rebuilt; UIC men were shocked no end to behold suddenly a 40-car U.P. freight bearing down on them the first day of this operation.

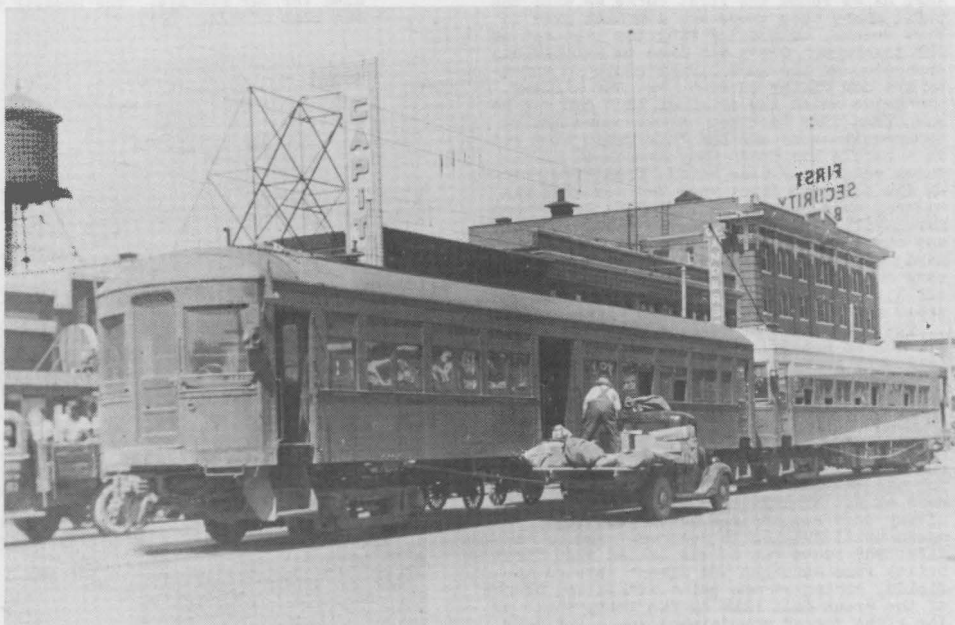
Soon we begin to leave the irrigated land and find dry farms becoming more prevalent. Our train is edging ever closer to the high mountains---the same Wasatch Range which the BRR and SL&U interurbans parallel. Dewey, with its brick substation, is left behind, and our train is climbing ever higher, heading for the famous Collinston Divide. Soon we are high enough to see a hundred miles on almost any day of the year. Back of us we see the dazzling waters of the Great Salt Lake as well as Promontory Point. This is the north end of the Wasatch Range and we are on the backbone where the Bear River has cut through. Snow is everywhere, but above us a blazing sun in a clear sky reveals a scene almost too beautiful. We turn to the right, and by the time we reach Summit we have turned almost completely around. We have gained about a thousand feet of altitude in the last twenty minutes, and here we have a meet with a southbound passenger train.

Now we roll rapidly down into the very fertile Cache Valley, making quite good speed. We can look across the valley and see beautiful farm lands, some plowed and showing deep black rich soil, while others show various shades of green with here and there a patch of snow remaining. Rivers and swamps make this area a veritable paradise for hunters. About eight miles away can be seen Logan, Utah's fourth largest city with a population of about 12,000; it is only by locating the spire of the Logan Mormon Temple that one can be certain of pinpointing the city itself, for it is almost completely hidden beneath a blanket of thickly spreading trees.

Immediately ahead now is Mendon, a very picturesque town with large old trees on guard over historic and beautiful old rock homes which line both sides of the street. Here is the typical UIC brick station, almost the trademark of the system, for in every town of any importance on the line we will encounter these substantial buildings, each with its neon sign proclaiming the UIC emblem to all who pass.

Here we pick up quite a few passengers, including school children. We note that apparently few passengers make long rides; usually the original riders detrain at or near Brigham, with the train almost empty at Summit; By the time the green cars roll into Logan, there may be standing load. At stations such as Mendon, extra cars are to be seen on sidings, ready to be added when the load grows too great for the original consist, but usually kept for school trains.

At Wellsville, noted for its milk canning industry, we turn from south to east, and from here to Hyrum (pea canning) the rails are elevated on a fill. At Hyrum we swing northward again and head through some very scenic wooded country with sparkling clear streams close at hand. Next comes Providence, the town which was the southern terminus of the Logan Rapid Transit Company, one of UIC's predecessors. On we speed to Logan, and pull up in the center of the busy street before the \$20,000 brick station, one of the most substantial buildings in the city. Nearby is a small freight yard with a wooden freight house dominating it. Our train is advertised to pause here for five minutes, so there is ample time to get out and watch the unloading of mail and express from our trailer into waiting trucks which meet the train in the middle of the street. When streetcars ran in Logan, there was a second track through here; it was removed



(Top) Mendon, showing the typical brick station building which UIC built in principal towns along its line in 1916; Stations like this one cost \$5,400 to erect and were located in Mendon, Hyrum, Richmond and Lewiston. Larger brick stations, costing \$6,900 each, were in Brigham, Wellsville, and Preston. (JS)

(Below) Unloading express trailer 602 on Main St., Logan. Every train paused here five minutes for this ritual, with automotive traffic exercising due caution. Here, too, practically an entire new load of riders came aboard, for UIC served very few through passengers. (BJ)

in 1945, but its catenary is still up. We note the proud initials of the O&I cut into the stonework of the station---reminder of the glory days of 1915.

Logan sees almost a 100% turnover of UIC passengers, but by the time our train is ready to continue, another full load is on

board. Off we roll, but a block down the street we note a wye leading off to the left to a strip of green grass down the center of the side street; this was once the local car line to the U.P. Station. A moment later we view to our right scars in another street which show where the old L&T cars

THE UTAH IDAHO CENTRAL RAILROAD CORPORATION

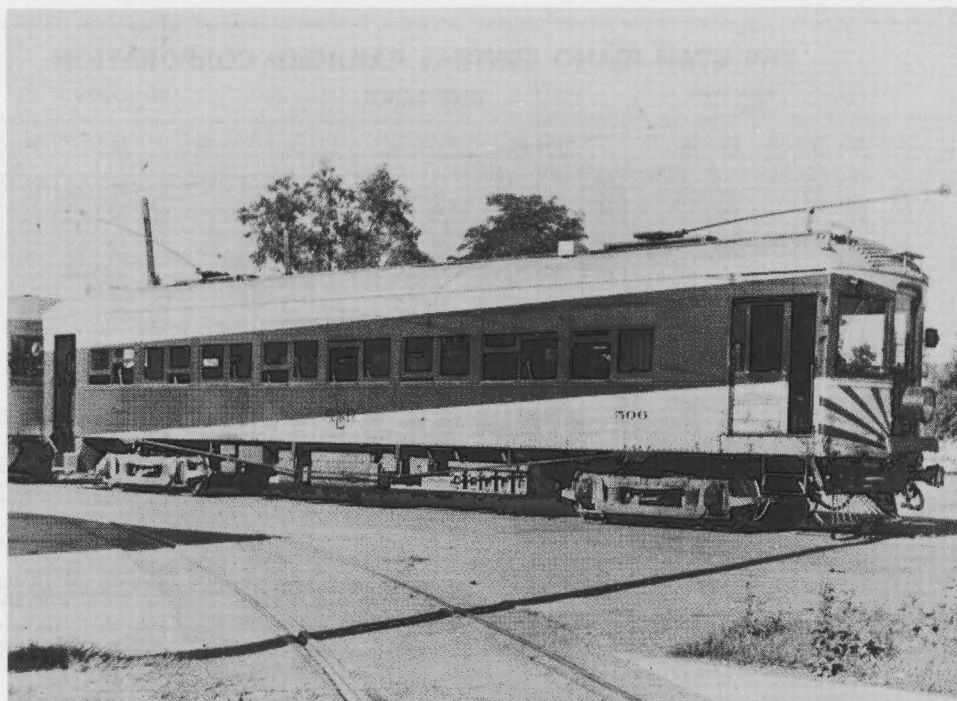
SOUTH BOUND
Read Down

TIME TABLE

NORTH BOUND
Read Up

Bus 212 Daily	Bus 210 Daily	Train 10 Daily	Train 8 Daily	Bus 208 Daily	Bus 206 Daily	Bus 204 Daily	Train 6 Daily	Train 4 Daily	Train 2 Daily	Bus 202 Daily	Time Table No. 22 Corrected to November 10, 1945	Train 1 Daily	Bus 201 Daily	Train 3 Daily	Bus 203 Daily	Train 5 Daily	Bus 205 Daily	Train 7 Daily	Bus 207 Daily	Train 9 Daily	Bus 209 Daily	Bus 211 Daily
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
7:30	5:15	2:00	12:01	9:00	8:00	7:00	8:00	7:00	6:00	5:00	Lv. Preston Ar.	10:10	12:55	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	
7:35	5:20	2:05	12:06	9:05	8:05	7:05	8:05	7:05	6:05	5:05	f Fairview	10:15	13:00	5:05	6:05	7:05	8:05	9:05	10:05	11:05	12:05	
7:40	5:25	2:10	12:10	9:10	8:10	7:10	8:10	7:10	6:10	5:10	f Idaville	10:20	13:05	5:10	6:10	7:10	8:10	9:10	10:10	11:10	12:10	
7:45	5:30	2:15	12:15	9:15	8:15	7:15	8:15	7:15	6:15	5:15	f Lewiston	10:25	13:10	5:15	6:15	7:15	8:15	9:15	10:15	11:15	12:15	
7:50	5:35	2:20	12:20	9:20	8:20	7:20	8:20	7:20	6:20	5:20	f Sugartown	10:30	13:15	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	
7:55	5:40	2:25	12:25	9:25	8:25	7:25	8:25	7:25	6:25	5:25	f Merrill	10:35	13:20	5:25	6:25	7:25	8:25	9:25	10:25	11:25	12:25	
8:00	5:45	2:30	12:30	9:30	8:30	7:30	8:30	7:30	6:30	5:30	f Smithfield	10:40	13:25	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	
8:05	5:50	2:35	12:35	9:35	8:35	7:35	8:35	7:35	6:35	5:35	f Hyde Park	10:45	13:30	5:35	6:35	7:35	8:35	9:35	10:35	11:35	12:35	
8:10	5:55	2:40	12:40	9:40	8:40	7:40	8:40	7:40	6:40	5:40	Ar. Logan	10:50	13:35	5:40	6:40	7:40	8:40	9:40	10:40	11:40	12:40	
8:15	6:00	2:45	12:45	9:45	8:45	7:45	8:45	7:45	6:45	5:45	Lv. Logan	10:55	13:40	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	
8:20	6:05	2:50	12:50	9:50	8:50	7:50	8:50	7:50	6:50	5:50	f Providence	11:00	13:45	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	
8:25	6:10	2:55	12:55	9:55	8:55	7:55	8:55	7:55	6:55	5:55	f Millville	11:05	13:50	5:55	6:55	7:55	8:55	9:55	10:55	11:55	12:55	
8:30	6:15	3:00	13:00	10:00	9:00	8:00	9:00	8:00	7:00	6:00	f Hyrum	11:10	13:55	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	
8:35	6:20	3:05	13:05	10:05	9:05	8:05	9:05	8:05	7:05	6:05	f Wellsville	11:15	14:00	6:05	7:05	8:05	9:05	10:05	11:05	12:05	13:05	
8:40	6:25	3:10	13:10	10:10	9:10	8:10	9:10	8:10	7:10	6:10	f Mendon	11:20	14:05	6:10	7:10	8:10	9:10	10:10	11:10	12:10	13:10	
8:45	6:30	3:15	13:15	10:15	9:15	8:15	9:15	8:15	7:15	6:15	f Petersburg	11:25	14:10	6:15	7:15	8:15	9:15	10:15	11:15	12:15	13:15	
8:50	6:35	3:20	13:20	10:20	9:20	8:20	9:20	8:20	7:20	6:20	f Kloman	11:30	14:15	6:20	7:20	8:20	9:20	10:20	11:20	12:20	13:20	
8:55	6:40	3:25	13:25	10:25	9:25	8:25	9:25	8:25	7:25	6:25	f Deaver Dam	11:35	14:20	6:25	7:25	8:25	9:25	10:25	11:25	12:25	13:25	
9:00	6:45	3:30	13:30	10:30	9:30	8:30	9:30	8:30	7:30	6:30	f Collinston	11:40	14:25	6:30	7:30	8:30	9:30	10:30	11:30	12:30	13:30	
9:05	6:50	3:35	13:35	10:35	9:35	8:35	9:35	8:35	7:35	6:35	f Dewey	11:45	14:30	6:35	7:35	8:35	9:35	10:35	11:35	12:35	13:35	
9:10	6:55	3:40	13:40	10:40	9:40	8:40	9:40	8:40	7:40	6:40	f Hancockville	11:50	14:35	6:40	7:40	8:40	9:40	10:40	11:40	12:40	13:40	
9:15	7:00	3:45	13:45	10:45	9:45	8:45	9:45	8:45	7:45	6:45	f Mantua	11:55	14:40	6:45	7:45	8:45	9:45	10:45	11:45	12:45	13:45	
9:20	7:05	3:50	13:50	10:50	9:50	8:50	9:50	8:50	7:50	6:50	f Brigham	12:00	14:45	6:50	7:50	8:50	9:50	10:50	11:50	12:50	13:50	
9:25	7:10	3:55	13:55	10:55	9:55	8:55	9:55	8:55	7:55	6:55	f Perry	12:05	14:50	6:55	7:55	8:55	9:55	10:55	11:55	12:55	13:55	
9:30	7:15	4:00	14:00	11:00	10:00	9:00	10:00	9:00	8:00	7:00	f Willard	12:10	14:55	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	
9:35	7:20	4:05	14:05	11:05	10:05	9:05	10:05	9:05	8:05	7:05	f Hot Springs	12:15	15:00	7:05	8:05	9:05	10:05	11:05	12:05	13:05	14:05	
9:40	7:25	4:10	14:10	11:10	10:10	9:10	10:10	9:10	8:10	7:10	f Harrieville	12:20	15:05	7:10	8:10	9:10	10:10	11:10	12:10	13:10	14:10	
9:45	7:30	4:15	14:15	11:15	10:15	9:15	10:15	9:15	8:15	7:15	Ar. Ogden	12:25	15:10	7:15	8:15	9:15	10:15	11:15	12:15	13:15	14:15	
9:50	7:35	4:20	14:20	11:20	10:20	9:20	10:20	9:20	8:20	7:20	Ar. Ogden	12:30	15:15	7:20	8:20	9:20	10:20	11:20	12:20	13:20	14:20	
9:55	7:40	4:25	14:25	11:25	10:25	9:25	10:25	9:25	8:25	7:25	Ar. Ogden	12:35	15:20	7:25	8:25	9:25	10:25	11:25	12:25	13:25	14:25	
10:00	7:45	4:30	14:30	11:30	10:30	9:30	10:30	9:30	8:30	7:30	Ar. Ogden	12:40	15:25	7:30	8:30	9:30	10:30	11:30	12:30	13:30	14:30	
10:05	7:50	4:35	14:35	11:35	10:35	9:35	10:35	9:35	8:35	7:35	Ar. Ogden	12:45	15:30	7:35	8:35	9:35	10:35	11:35	12:35	13:35	14:35	
10:10	7:55	4:40	14:40	11:40	10:40	9:40	10:40	9:40	8:40	7:40	Ar. Ogden	12:50	15:35	7:40	8:40	9:40	10:40	11:40	12:40	13:40	14:40	
10:15	8:00	4:45	14:45	11:45	10:45	9:45	10:45	9:45	8:45	7:45	Ar. Ogden	12:55	15:40	7:45	8:45	9:45	10:45	11:45	12:45	13:45	14:45	
10:20	8:05	4:50	14:50	11:50	10:50	9:50	10:50	9:50	8:50	7:50	Ar. Ogden	13:00	15:45	7:50	8:50	9:50	10:50	11:50	12:50	13:50	14:50	
10:25	8:10	4:55	14:55	11:55	10:55	9:55	10:55	9:55	8:55	7:55	Ar. Ogden	13:05	15:50	7:55	8:55	9:55	10:55	11:55	12:55	13:55	14:55	
10:30	8:15	5:00	15:00	12:00	11:00	10:00	11:00	10:00	9:00	8:00	Ar. Ogden	13:10	15:55	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	
10:35	8:20	5:05	15:05	12:05	11:05	10:05	11:05	10:05	9:05	8:05	Ar. Ogden	13:15	16:00	8:05	9:05	10:05	11:05	12:05	13:05	14:05	15:05	
10:40	8:25	5:10	15:10	12:10	11:10	10:10	11:10	10:10	9:10	8:10	Ar. Ogden	13:20	16:05	8:10	9:10	10:10	11:10	12:10	13:10	14:10	15:10	
10:45	8:30	5:15	15:15	12:15	11:15	10:15	11:15	10:15	9:15	8:15	Ar. Ogden	13:25	16:10	8:15	9:15	10:15	11:15	12:15	13:15	14:15	15:15	
10:50	8:35	5:20	15:20	12:20	11:20	10:20	11:20	10:20	9:20	8:20	Ar. Ogden	13:30	16:15	8:20	9:20	10:20	11:20	12:20	13:20	14:20	15:20	
10:55	8:40	5:25	15:25	12:25	11:25	10:25	11:25	10:25	9:25	8:25	Ar. Ogden	13:35	16:20	8:25	9:25	10:25	11:25	12:25	13:25	14:25	15:25	
11:00	8:45	5:30	15:30	12:30	11:30	10:30	11:30	10:30	9:30	8:30	Ar. Ogden	13:40	16:25	8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	
11:05	8:50	5:35	15:35	12:35	11:35	10:35	11:35	10:35	9:35	8:35	Ar. Ogden	13:45	16:30	8:35	9:35	10:35	11:35	12:35	13:35	14:35	15:35	
11:10	8:55	5:40	15:40	12:40	11:40	10:40	11:40	10:40	9:40	8:40	Ar. Ogden	13:50	16:35	8:40	9:40	10:40	11:40	12:40	13:40	14:40	15:40	
11:15	9:00	5:45	15:45	12:45	11:45	10:45	11:45	10:45	9:45	8:45	Ar. Ogden	13:55	16:40	8:45	9:45	10:45	11:45	12:45	13:45	14:45	15:45	
11:20	9:05	5:50	15:50	12:50	11:50	10:50	11:50	10:50	9:50	8:50	Ar. Ogden	14:00	16:45	8:50	9:50	10:50	11:50	12:50	13:50	14:50	15:50	
11:25	9:10	5:55	15:55	12:55	11:55	10:55	11:55	10:55	9:55	8:55	Ar. Ogden	14:05	16:50	8:55	9:55	10:55	11:55	12:55	13:55	14:55	15:55	
11:30	9:15	6:00	16:00	13:00	12:00	11:00	12:00	11:00	10:00	9:00	Ar. Ogden	14:10	16:55	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	
11:35	9:20	6:05	16:05	13:05	12:05	11:05	12:05	11:05	10:05	9:05	Ar. Ogden	14:15	17:00	9:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	
11:40	9:25	6:10	16:10	13:10	12:10	11:10	12:10	11:10	10:10	9:10	Ar. Ogden	14:20	17:05	9:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	
11:45	9:30	6:15	16:15	13:15	12:15	11:15	12:15	11:15	10:15	9:15	Ar. Ogden	14:25	17:10	9:15	10:15	11:15	12:15	13:15	14:15	15:15	16:15	
11:50	9:35	6:20	16:20	13:20	12:20	11:20	12:20	11:20	10:20	9:20	Ar. Ogden	14:30	17:15	9:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	
11:55	9:40	6:25	16:25	13:25	12:25	11:25	12:25	11:25	10:25	9:25	Ar. Ogden	14:35	17:20	9:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	
12:00	9:45	6:30	16:30	13:30	12:30	11:30	12:30	11:30	10:30	9:30	Ar. Ogden											

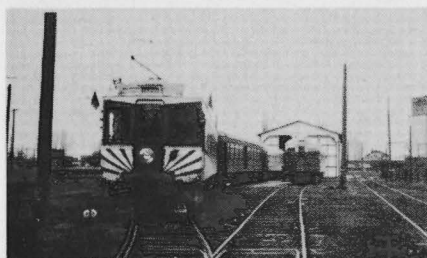
Next comes Lewiston, with its trim brick station where we pick up more passengers--- and then Idaline, where we cross the state line into Idaho. Four fast miles more and now it's Preston seen ahead, terminus of the UIC. As we come to the end of track, our train clumps over the U.P. once again and comes to a final halt in front of the omnipresent brick station building with its illuminated sign. Here we are---94 miles from Ogden, 130 miles from Salt Lake City. We look around for a moment before starting back; a small freight yard and car house are off to the left, while down the street, beyond the rails, lies Idaho, with all the cities UIC once hoped to reach but was fated to miss. We meditate on the vagaries of fate which decreed that the UIC should end in this small town---and as we meditate, our train is wyeed, pulls up to the station, and we remember there's only an hour to eat lunch before the return trip begins---we arrived punctually at 12:55 PM, and leave at 2:00 PM as Train 8. There's plenty of riding ahead of us before we pull into the Ogden Terminal at 5:15---and every moment of it is going to be long remembered!



(Above) Our train, 506 & 602, has arrived in Preston, northern terminus of UIC and some 94 miles from Ogden, after one of the west's most scenic rides.

(Left Above) Waiting in front of the Preston station until time to return. (AL)

(Left Below) The last train at Preston car barn, ready to start south on UIC's final run; February 15, 1947. (FF)



OGDEN CANYON LINE (Continued)

most two miles into the clear sky.

As our train approaches mile post 14 we see a small cluster of farm homes and a few stores and barns. Shortly we are on level ground and note an electric locomotive with its capacity train of seven cars which had come in during the late afternoon before the holiday. Our motorman tells us there is a limit of five cars on the downhill run. As our train draws alongside one of the larger buildings in the town we realize that here is the end of the line. This is Huntsville!

We accompany the train crew to the general store in which the interurban station is incorporated as a sort of a side business. As we wait for time to arrive for the return trip, our motorman volunteers a few interesting observations on the new line. The Ogden Canyon line was completed to Huntsville on October 14, 1915 and is unquestionably the most scenic and costliest interurban line in the state. We ask him how the line was expected to pay---and receive this most interesting answer:

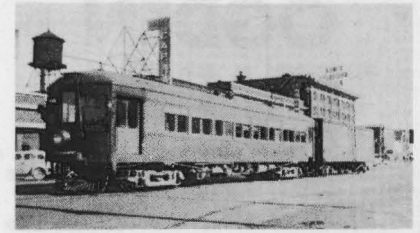
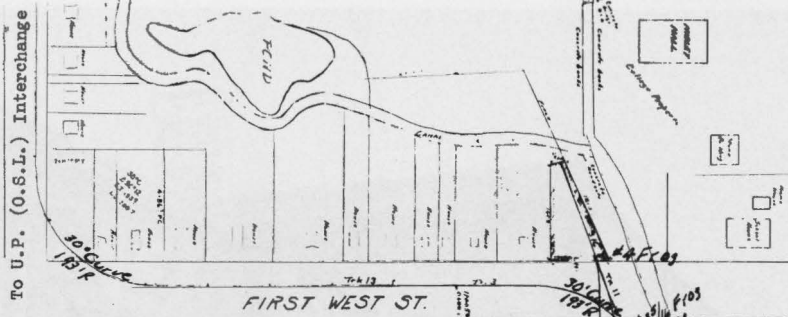
"Oh, it probably wouldn't but the man who built it, Mr. Eccles, was raised here in Huntsville and wanted his home village to have a sample of the world's finest transportation!"

The conductor mentions that downhill freights have to stop at Hermitage to get up enough air to continue on down into Ogden safely, and that 600 volts in the wires doesn't make for extraordinary operation up the hill. Automatic block signals control the line to make the three daily round trips to Huntsville safe.

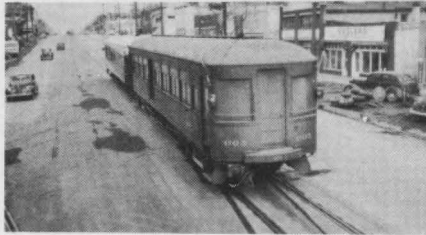
And so we boarded the train, to make the return trip down the steep canyon.



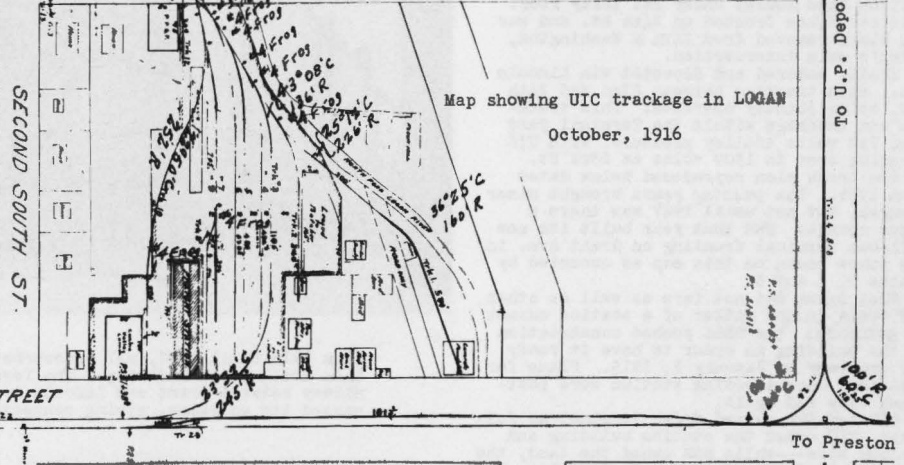
Gone forever is this peaceful scene: on the wye at Mendon, an extra car awaits the demands of traffic; January 13, 1946. (JS)



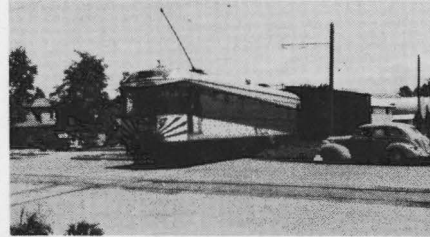
517 and reefer arriving at Logan, 1941. (HH)



The last northbound train passes through Logan; note catenary at left, though track removed. (FF)

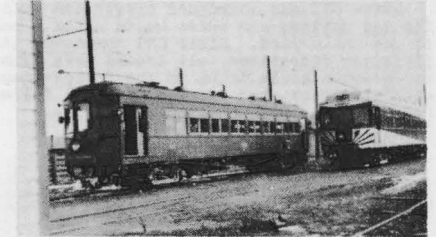
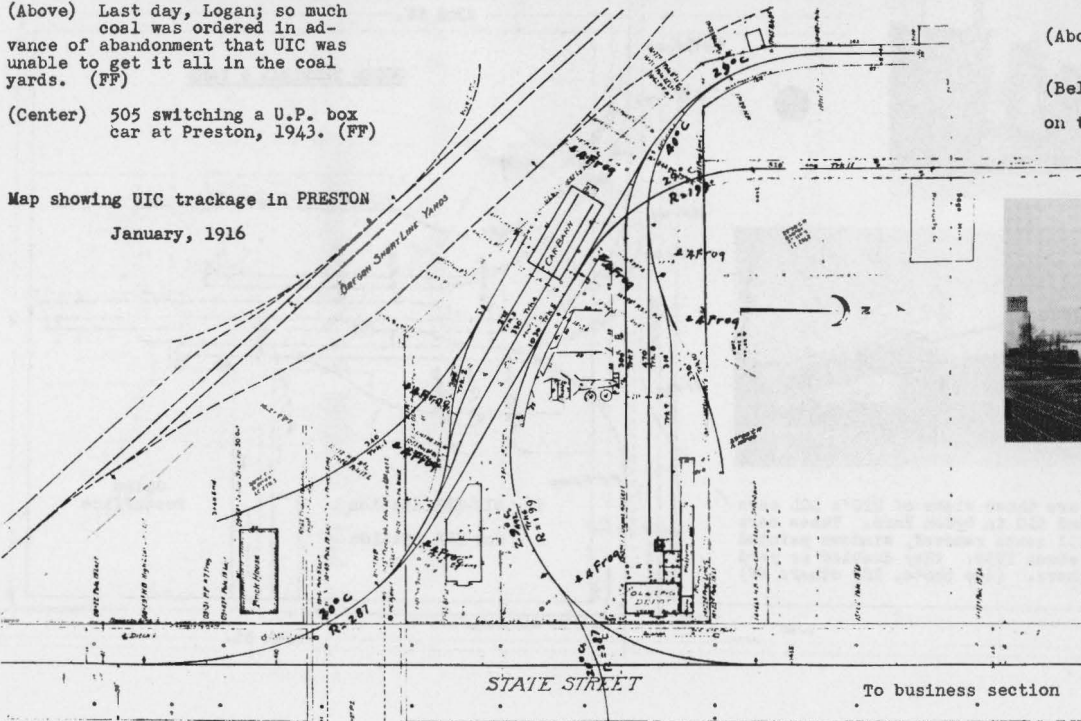


(Above) Last day, Logan; so much coal was ordered in advance of abandonment that UIC was unable to get it all in the coal yards. (FF)



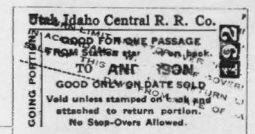
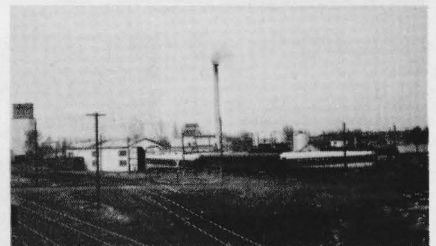
(Center) 505 switching a U.P. box car at Preston, 1943. (FF)

Map showing UIC trackage in PRESTON January, 1916



(Above) 517 and 506 at Preston car barn in 1942. (AL)

(Below) General view of Preston car barn and yards taken on the last day of operation. (FF)



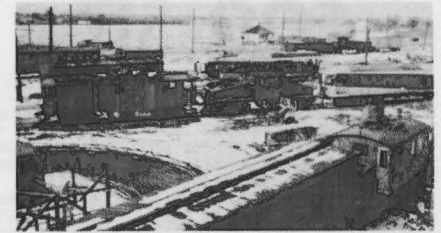
OGDEN SHOPS

The UIC owned one of the west's largest and best equipped car maintenance plants in the western United States. The site was the northwest corner of 17th & Lincoln, Ogden, and the accompanying plans show the magnitude of the establishment.

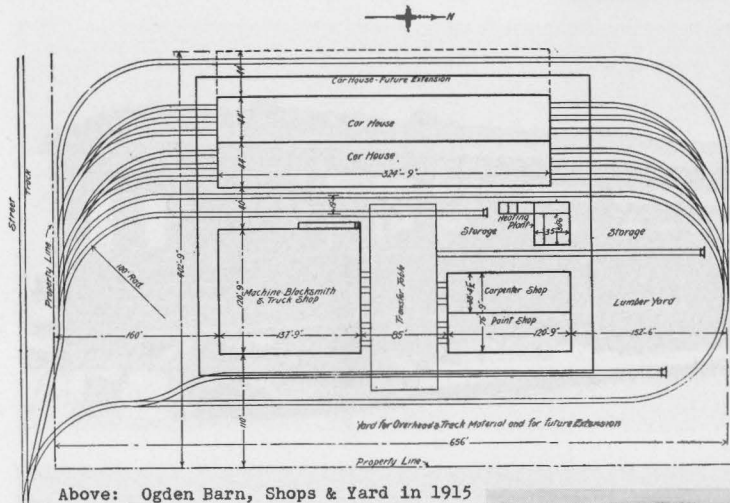
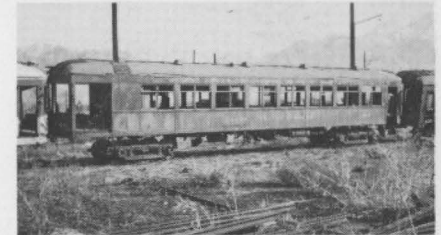
Six brick buildings comprised the heart of the Ogden center: the car barn (valued at \$125,000 as of 1921), the machine shop (\$75,000), the paint & carpenter shop (\$35,000), the substation (\$20,000) and the boiler house (\$4500). All these were brick buildings and all were constructed by the OI&I in 1915 except the substation which was added in 1918. Smaller frame buildings included the scale house, bunk houses, tool house and an old residence.

Originally the barn, shops and yards occupied the compact area shown in the top plan (below); later a freight yard was installed west of the car house and storage tracks were laid at the rear of the barn and shops giving much additional trackage. Altogether there were 23 tracks in later years, of which all but one (#20) ran thru; #20 led to the transfer table.

After abandonment, the car barn was kept for buses of Utah Rapid Transit Company. The Mormon Church took over other buildings for use as storehouses.

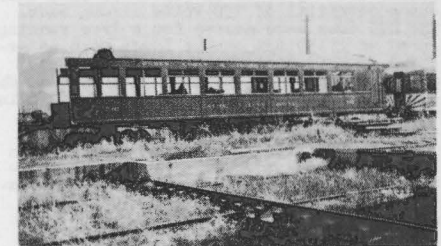


These scenes of Ogden Barn, Shops and Yard were all taken in 1947 and show the UIC at its very end. The three close-ups of cars on this page show, from top to bottom, cars 508, 516 and 507. (FF)

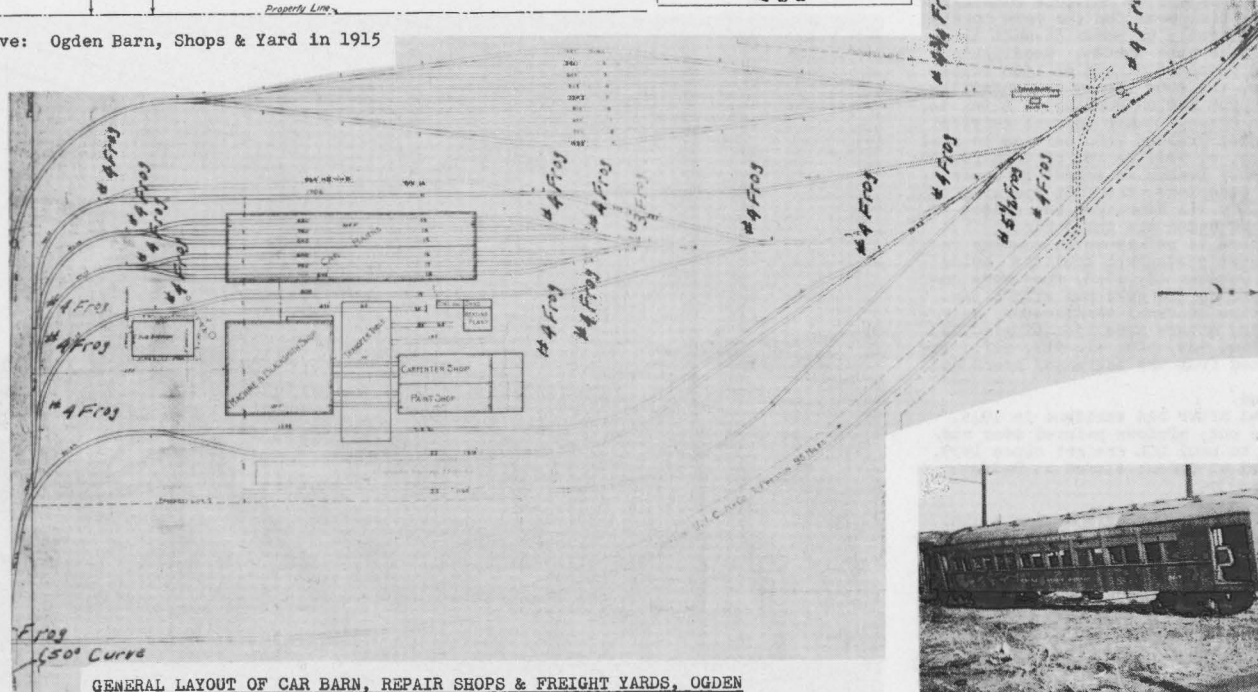


Above: Ogden Barn, Shops & Yard in 1915

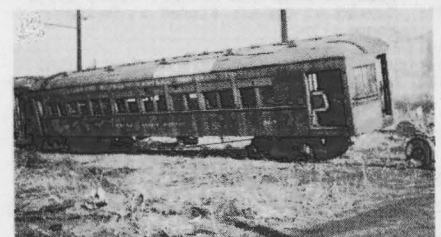
THE UTAH IDAHO CENTRAL RAILROAD CO.
CACHE VALLEY ROUTE
No. 1372
1931
PASS One Railway Mail Clerk--
Account Railway Mail Service (Good when
accompanied by letter of identification
signed by W. Denver, Chf. Clk. Ry. Mail Ser
UNTIL DECEMBER 31st 1931
VALID WHEN COUNTERSIGNED BY R. H. MULLIN OR A. L. CARPENTER
COUNTERSIGNED BY *W. H. M. Mullin*
PRESIDENT



OGDEN, LOGAN & SANDO RV. CO.
ONE 35¢ CENT RIFE.
Form
A-42
1930 BUILT BY RIFE



GENERAL LAYOUT OF CAR BARN, REPAIR SHOPS & FREIGHT YARDS, OGDEN



500-517

Motor cars 500-517 were built in one lot by American Car Company, St. Louis, in 1915. Cars 500-506 were motors from the beginning, but old company records list cars 507-517 as "Interurban Trailers" for an indefinite time. The date of their motorization is not known, but probably occurred the following year, for similar steel trailers 600-605 were purchased from American in 1916. Cars 500-517 cost \$12,500 each, while 600-605 were \$5500.

GENERAL SPECIFICATIONS, U.I.C. 500-517:

Builder:	American Car Company, St. Louis
Type:	Triple-compartment, steel
Weight:	86,000 lbs.
Length:	61'8"
Width:	9'4"
Height:	13'0"
Motors:	Four West. 334-E-6 (115 hp)
Gear Ratio:	
Control:	Westinghouse HL
Brakes:	Westinghouse AMM
Brake Valve:	M-24-A
Trucks:	Brill 27 MCB-3
Wheelbase:	7'10"
Wheels:	36"
Seats:	62
Lights:	Seven 56-watt Tungsten lamps

The four motors were run on either 750 or 1500 volts DC; on the higher voltage, the motors were operated in series so that there was a potential of 750 volts across each. The UIC 500s were geared for a free running speed of 47-50 mph on the level with an average of 1350 volts on the trolley. The unit switch control apparatus was of the HL type, differing from the standard outfit in the provision of unusually great creepage distance, exceptionally powerful blowout coils and additional switches connected in series to break the arc. The air brake equipment consisted of Westinghouse AMM combination straight and automatic air brake apparatus with M-24-A brake valve. A continuously running dynamotor furnished 750 volts for the control of lighting circuits and the air compressor. This compressor was connected mechanically to the dynamotor by means of a multiple disc clutch which was normally held by a spring in a closed position. Whenever the air pressure reached a predetermined value, the governor admitted air to a small cylinder, disconnecting the clutch and stopping the compressor but allowing the dynamotor to continue running. The lighting equipment for the cars consisted of two circuits of seven 56-watt tungsten lamps with Alba shades. Headlights and heaters operated direct on 1500 volts.

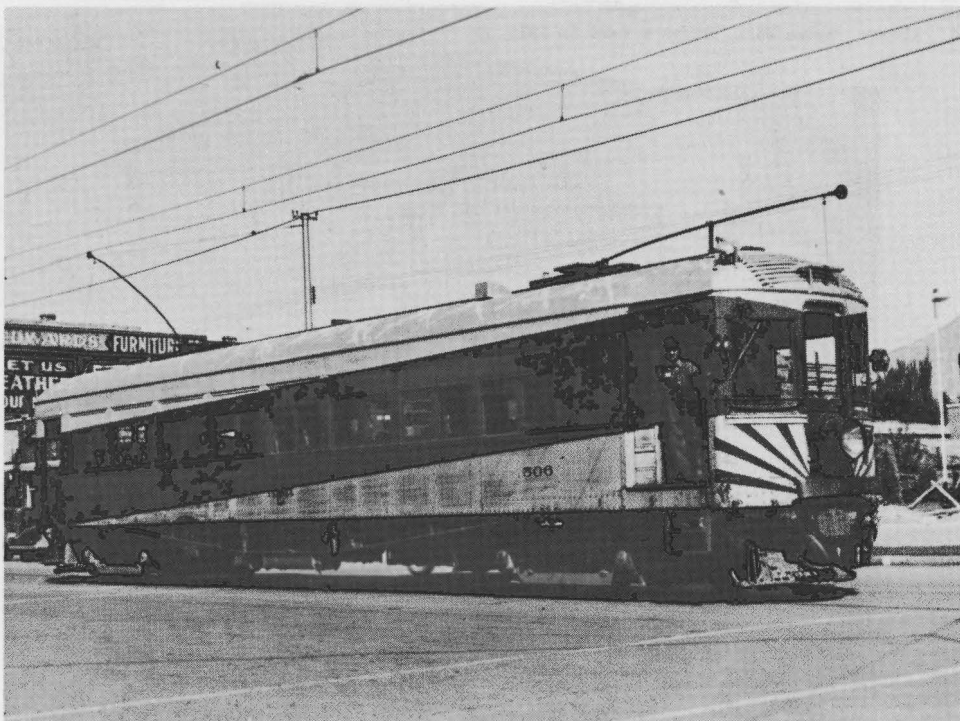
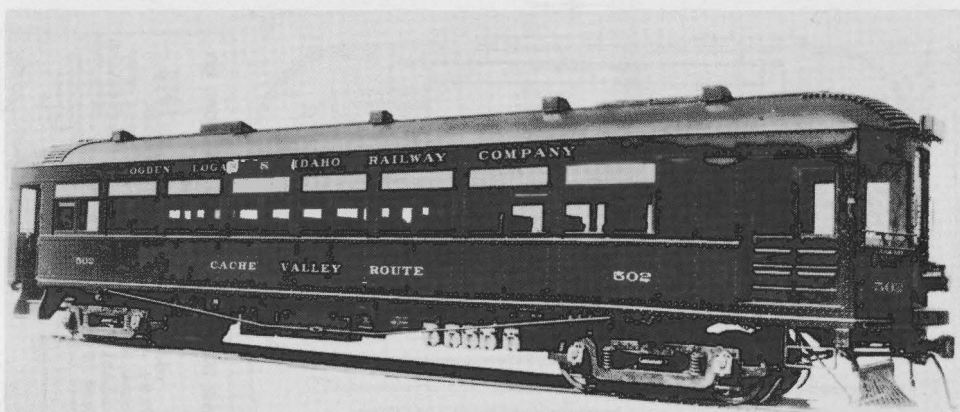
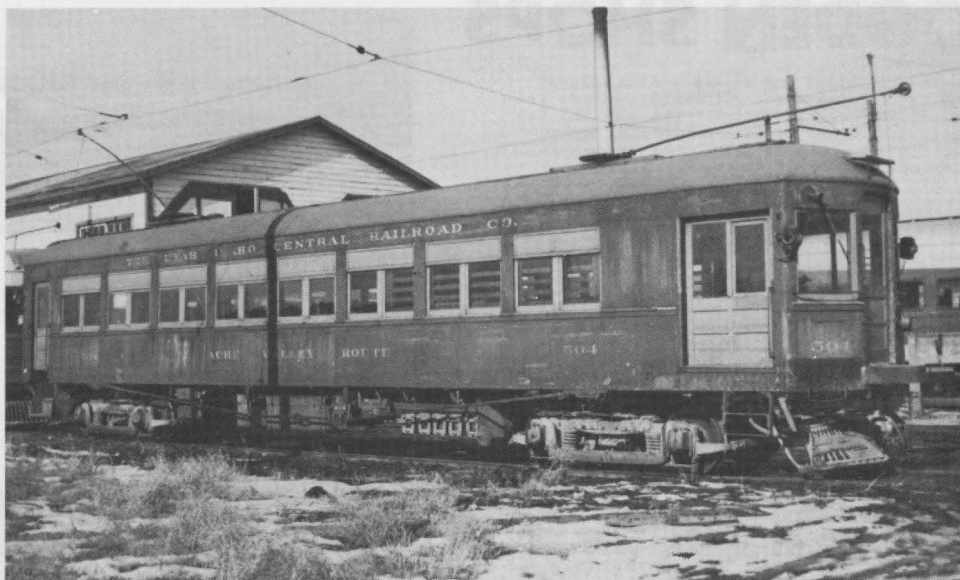
When new, the 500s ran up to Huntsville in Ogden Canyon and on Washington Blvd. to 25th St. in Ogden. Other unusual service included being pressed into service to haul freight cars, as well as two of them running on the Quinney branch as school trippers. On special occasions, the 500s operated to Salt Lake City via Bamberger but photos of them south of Ogden are quite rare.

While there is reference in company records of seven pantograph trolleys being ordered on October 18, 1918, they were undelivered and no 500 ever ran with a pan.

At the time of final abandonment, only the following motors were operating: 500, 503, 504, 506, 508, 509, 512-515, 517. The others passed from the passenger scene as indicated:

501: Stored.
 502: Stored after bad accident in 1945.
 505: Seats out, windows painted over and used to haul LCL freight since 1939.
 507: Burned at Ogden; stored at Ogden Shops.
 510: Same as 505.
 511: Used to haul LCL merchandise train.
 516: Retired after wreck in 1920 on Quinney branch; robbed for parts.

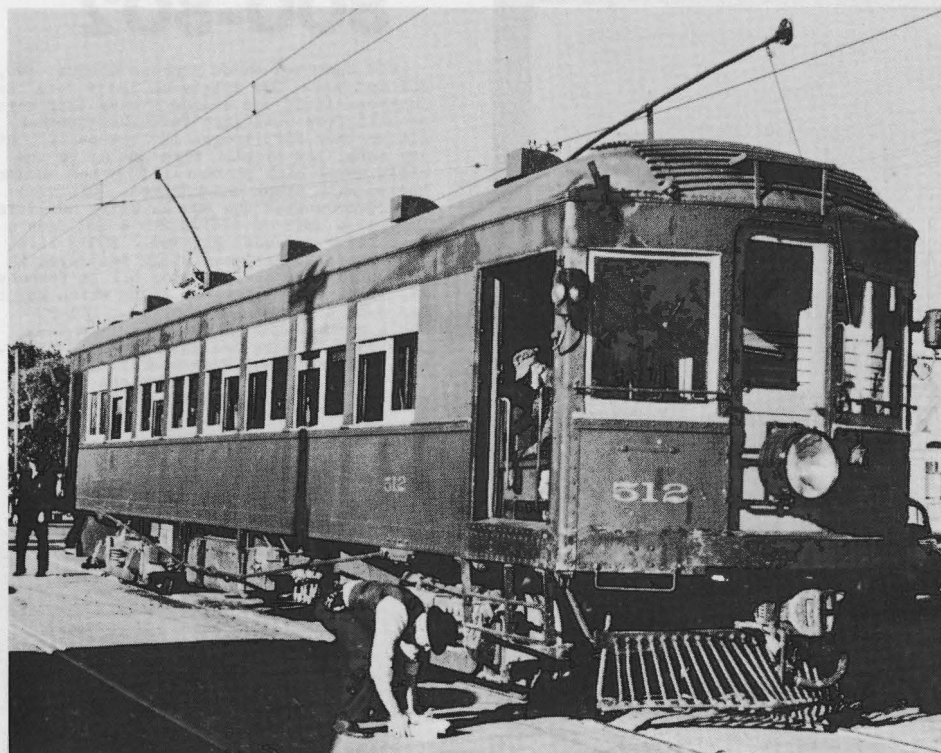
All cars remaining on the property were scrapped in 1947.



PHOTOS: (Top) 504 at Preston. (JS)

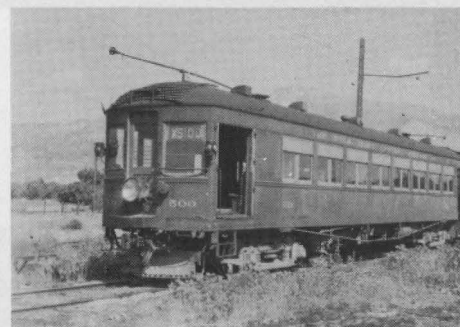
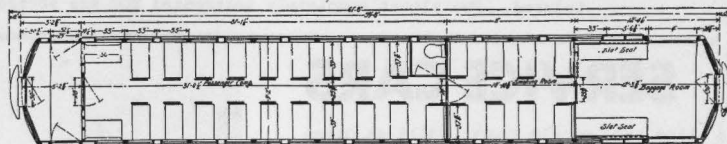
(Center) 502: Builder's Photo. (WB via GK)

(Bottom) 506 at Logan, 9/9/45. FF)



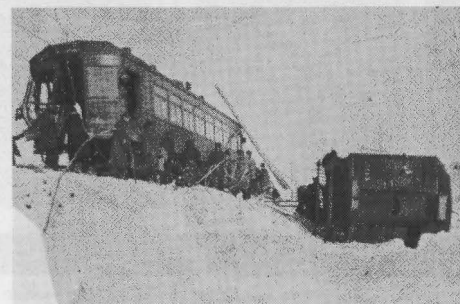
(Above) 512 at Preston on September 28, 1939. (GK)

(Right) Floor plan of UIC 500-517 Class. Except for location of lavatory, this class was almost identical with SL&U 610-611 Class. The UIC's motors had controls at both ends, but normally operated with the baggage end forward.



(Above) 500, as it looked in 1938.

(Below) A 1919 mishap at Summit; 500 at left, 504 on its side. (FF)



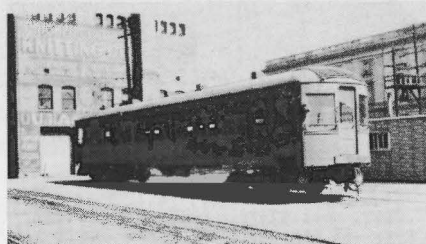
600-605

Cars 600-605 were built by American Car Company in 1916 and conformed closely to 500-517 in appearance except that the 600s were straight coaches. An unusual feature originally was equipping these trailers with trolley poles, so that when standing in yards uncoupled, they could be provided with heat and light.

GENERAL SPECIFICATIONS, CARS 600-605:

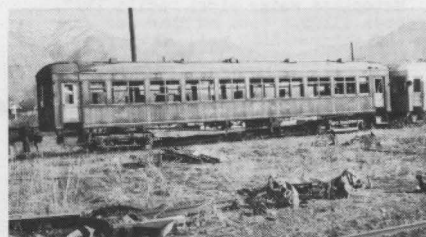
Builder: American, 1916.
Type: Coach Trailer
Weight: 55,000 lbs.
Length: 61'8"
Width: 9'2"
Height: 13'0" (over roof)
Brakes: Westinghouse
Trucks: Brill 27 MCB-3X
Wheelbase: 7'0"
Wheels: 36"
Seats: 72
Bolster Centers: 39'10 1/2"
Height, rail to sills: 42 1/2"
" Sills to trolley base: 9'8 1/2"
Headlining: Agasote
Roof: Plain arch, wood & canvas
Couplers: O.B.
Curtains: Pantasote
Interior Trim: Polished bronze
Heaters: Consolidated
Seats: Brill "Winner" green leather

Inasmuch as UIC was heavily "over-carried," the trailers in later years saw comparatively little use in passenger service. Only 600 and 603 remained straight passenger trailers until the end; the others:
601: Scrapped at Ogden, 12/17/46.
602: Rebuilt into express & mail car, 1945.



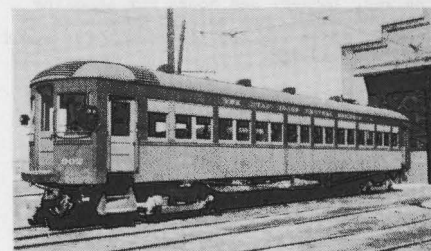
(Above) 600 at Ogden, 1944. (FF)

(Below) 601, Ogden Shops, 1947. (FF)



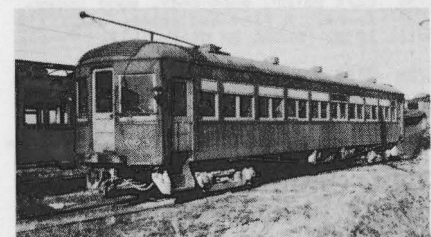
604: Rebuilt into fruit car without windows, then rebuilt into bunk car 04.
605: Rebuilt into combo: 4/5 express-mail, 1/5 passenger.

All remaining cars were scrapped at Ogden in 1947.



(Above) 602, Ogden Shops, 1939. (CDS)

(Below) 603, Ogden Shops, 1947. (FF)

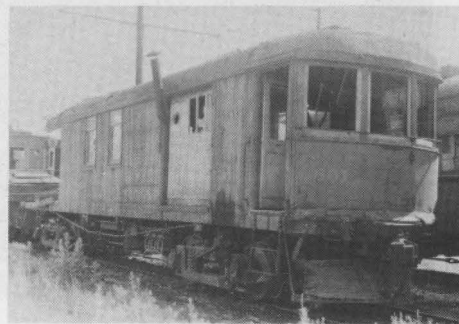


800-802

UIC operated three express motors: 800, 801 and 802. The origin of these cars is controversial; one source states they were rebuilt from UL&T cars in 1916---another claims they were bought in the east. At any rate, the Eights were not up to the UIC's usual high standard; they had wooden bodies with steel underframes. Official UIC records list the 800 as being built in 1916 at a cost of \$7850; 801 & 802 came a year later and cost \$11,760. 800's life was brief; it was completely destroyed in a head-on collision with motor 517 on November 22, 1917, near Fairview, Idaho which resulted from a dispatcher's error. 801-802 had a much longer life; for years they were used to pull freight in rush seasons. Both met their end when operating MU in 1945; they plowed into a freight train at Dewey gravel spur and were scrapped.



The combination of a lap order and a foggy morning resulted in tragedy at Fairview on the morning of November 22, 1917. Here is the photo of the 800-517 wreck, in which the 800's conductor, Albert S. Warner, died and three other crewmen were badly injured. The almost completely telescoped 800 was scrapped. (FF)



Here is 801 as it looked in 1939.

SERVICE CARS

1: Line car, single truck, built at Ogden Shops in 1914. It used a truck from an old streetcar and two GE 90 motors. It was 26' long, 14'6" high from rail to railing, and 6'10" wide. It was equipped with shelves, lockers and hooks for handling wire and ropes, and carried long bars or shovels under its top platform. Its speed was about 35 mph.

01-03: Maintenance of way box cars, all wood. Built 1916, scrapped 1925.

04: Ex-passenger trailer 604; used as double-bunk m-w car, painted Tuscan red. Scrapped in 1947.

010: Steel hand-operated derrick; built 1916 by Industrial Manufacturing Company in Bay City, Michigan. Scrapped in 1947.

011: Derrick tender, all wood; built-up box from flat; trolley and headlight. Scrapped 1947.

025: Work motor, wood body, wood underframe. A flat-bed motor, used until 1938. Built by OL&I, 1916.

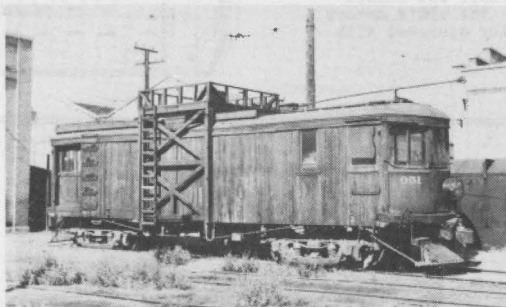
026: Sweeper, wood body, steel truck. Built 1909 by McGuire-Cummings for ORT. Last recorded 12/31/34.

027: Sand car, wood body, wood underframe and steel truck. Built 1917; last recorded in 1928.

028: Snow plow; scrapped 1937.

029: Line car; double truck, 30" wheels. Used in Ogden Canyon. Last record: November, 1935.

051: Line car; wood body, steel sides, steel end sills, built 1917 by OL&I. Used for years as Ogden line car. Had St. Louis trucks. Scrapped 1947. Cost \$7700.

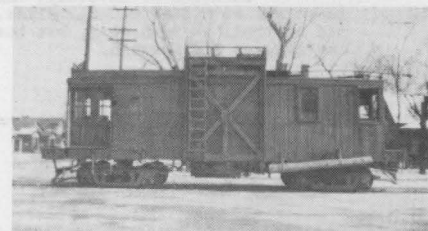
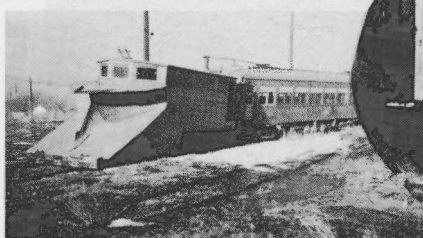


052: Line car; wood body, built 1918 by OL&I, cost \$7375. Used as the Logan line car. It was the last car to run on UIC, making final trip on March 8, 1947. Scrapped 1947.

061: Motorless wedge plow; built 1916, cost \$3100. Scrapped 1947.

062: Motorless wedge plow; built 1917, cost \$3100. Used on SL&U for many years and painted SL&U red. Scrapped '47.

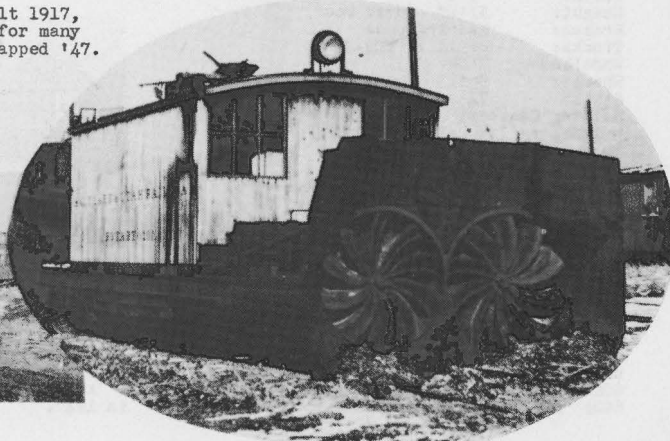
(Below) Wedge plow 061 at Ogden, 1947. (FF)



(Above) 052 was shorter and squarer than 051; it also used the St. Louis 23-B trucks.

(Left) 051 at Ogden in July, 1940; note its general resemblance to 800 and 801. (CS)

(Below) SL&U's electric rotary plow, 020L, spent the last years of its life on UIC. Here it is at Ogden in 1945. (IS)



LOCOMOTIVES

Locomotives 901-905 were standard Baldwin-Westinghouse 50-ton steel steeple cabs, purchased new by UIC. 901 was placed in service at about the same time the 500s entered the scene (1915). 902 came along a short time later, being delivered with the 600 Class trailers in 1916. 903 came in early 1917, while 904 and 905 were delivered later that same year. Although similar, it is of interest to note that even in those days prices advanced rapidly; company records show that 901 & 902 cost but \$15,150 in 1915, while 903 advanced to \$16,300 in 1916, and 904 & 905 got up to \$20,100 in 1917.

GENERAL SPECIFICATIONS, MOTORS 901-905:

Builder: Baldwin-Westinghouse, 1915-17
 Type: All-steel, steeple cab
 Weight: 100,000 lbs.
 Length: 36'0"
 Width: 10'0"
 Height: 12'2"
 Motors: Four West. 562-A6 (100 hp)
 Ratio: 17:60
 Control: West. HLF
 Brakes: West. 14 EL
 Trucks: Baldwin Rigid Bolster
 Wheels: 36"
 Journals: 5 1/2 x 10"
 Truck Centers: 18'0"
 Truck Wheelbase: 7'10"

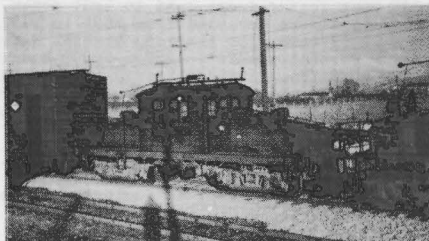
Blowers were used, but these motors had fans on the armature shafts of capacity sufficient for operation at 3/4 load with blower out of commission.

All were scrapped in 1947 except 905, which was wrecked in 1946---"it was being deadheaded in a train when it just rolled over---."

951: This was UIC's oldest freight motor, built in 1910 by ORT as its #6. The ORT Annual Report for 1910 lists this car as an electric locomotive which cost \$6150 of which \$3100 was for body and trucks, the remainder for electrical equipment. It had a wood body, steel underframe and trucks. Old records show it to have been damaged by fire in 1916, and wrecked at Plain City somewhat later (in those days it served as a plow in winters); it was rebuilt, becoming OL&I 951. 951 was retired and scrapped in 1945.

952: An all-steel electric locomotive, built by OL&I with work starting on September 22, 1916. It was built on a flat car body, using trucks and electrical equipment from a passenger motor "to be replaced upon receipt of new equipments." 952 was the fastest freight motor on UIC. It was scrapped in 1947.

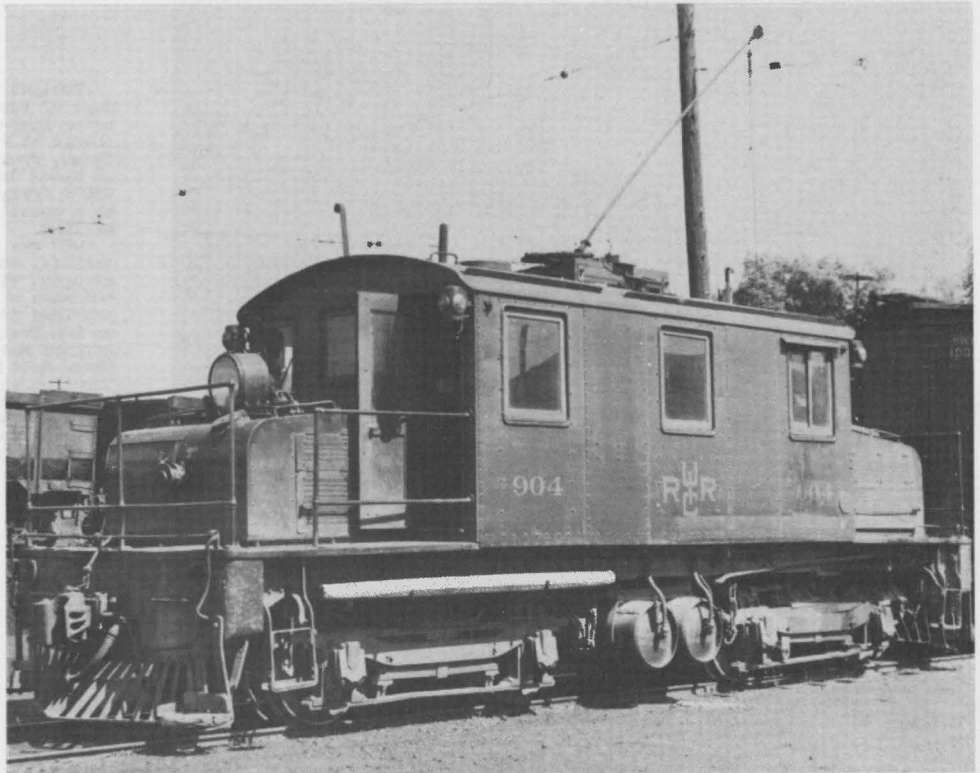
25: Purchased second-hand in 1945 from Oregon Electric, but used very little. It was the only General Electric motor on UIC, and had the standard GE steel steeple cab body (very similar to Bamberger 525-528).



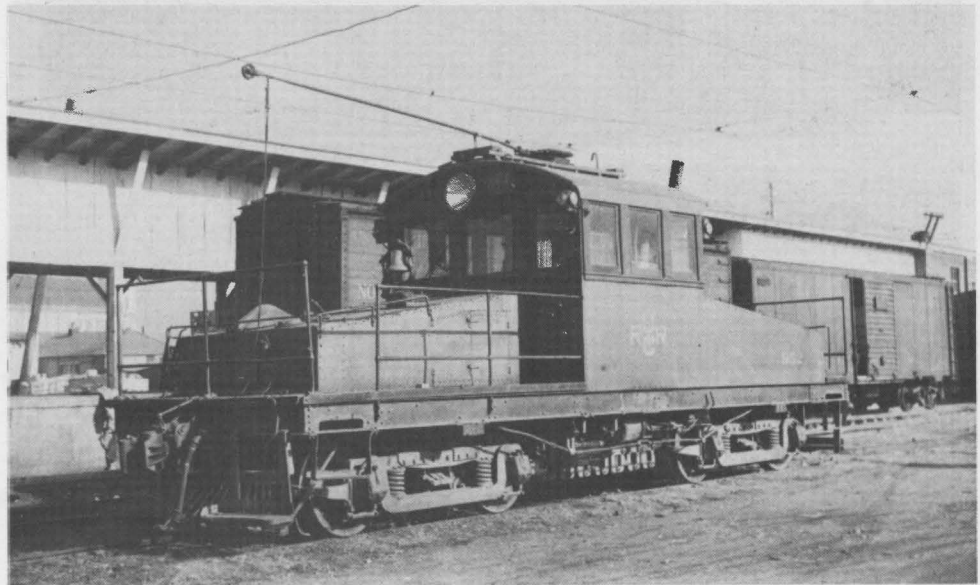
(Above) Locomotive 25 at Bamberger Shops in 1947 after abandonment of UIC. 25 was supposed to have been sold to the Piedmont & Northern later. (FF)

(Center Right) 903 at Preston in 1941. (FF)

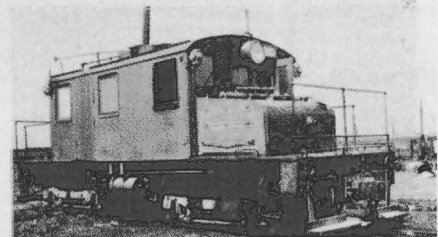
(Far Right) 905 at Ogden Shops, 1945. Note footboards, high headlight. (FF)



(Top) 904 at Preston on September 14, 1942. 904 bore B-W Builders' Plate #45657, dated May 1917. (JS)



(Above) Home-built 952 at Ogden freight dock, 1946. Note angularity of body and Brill MCB 27 trucks. (FF)



INTERURBANS

FREIGHT

Freight was important to the UIC since the earliest days of the ORT; then carloads were pulled by the 1-spot using link-and-pin couplers from the steam road interchange at Five Points up to the canning factory at North Ogden, fruit and coal up to Brigham, and carloads of coal up Ogden Canyon to The Hermitage. From this beginning, UIC's freight business grew until its revenues exceeded by a considerable margin those derived from passenger hauling.

UIC was a participant in all local and transcontinental tariffs, and maintained freight interchanges as follows: at Ogden with UP, SP, D&RW and BERR; at Dewey, with UP, and also with UP (OSL) at Hyrum, Logan and Preston. UIC provided free pick-up and delivery at all agency stations on LCL freight, and gave following morning delivery on all carload and LCL freight shipments between Cache Valley and Ogden-Salt Lake City. Express service was offered in conjunction with the Railway Express Agency from all stations along the UIC.

Sheep, beets, clay and farm products were the main items of freight hauled up Ogden Canyon; materials and equipment for the construction of the Pine View Dam were brought in by UIC before that branch was abandoned.

The main line (Ogden-Preston) handled principally such items as coal, peas, fruit, milk, gravel, cement, automobiles, beets, brick and livestock.

The Plain City branch handled a similarly diversified freight consist, while the Quiney branch was primarily agricultural insofar as freight was concerned.

Little by little the building of highways brought competing truck lines into the picture. UIC's freight business dwindled as the years went by, until it depended upon bulk products, such as coal and gravel. The recurrent coal strikes of the 1940s hit UIC hard, and hastened its end.

LCL freight was handled by two rebuilt passenger motors, 505 and 510; they provided speedy and efficient cartage for light shipments, and were augmented by 511 which handled the overnight merchandiser.

ROSTER, U.I.C. FREIGHT EQUIPMENT:

Type Car	Numbers	Type Const.
Box	10002-10020	Wood, Arch bar
"	10021-10023 (39)	Ex-PFE Reefers
Refrigerator	20000-20010	Wood, Arch bar
Flat	7001, 8000-8011	" " "
gondola	600-615	" " "
"	1000-1099 (21)	Steel
Stock	35000-35011	Wood, ex-OSL
Ballast	11001-11025	Wood, dump
Small Dump	D1-D12 (13)	"
Cabooses	401-403	Wood, Arch bar

REMARKS ON ABOVE: 600-615 used for coal and bricks; last one scrapped 1938. 1000-1099 built new for UIC 1920-21 by Ralston Steel Car Co (Columbus, O.) and cost \$3062 each; 89 sold 1947 via Hyman-Michaels: 20 to C&G, 20 to Con. of Cuba, 3 to Gulf States Steel (Atlanta), 35 to K&G, rest to various roads. 10002-10020 mostly gone by 1938; 10021-10023 newly listed 1939. 11001-11025 were center dumps used to haul sugar beets; most were scrapped from 1931 to 1939. 20001-20003 came from American Transp. Refrigerator Co. (St. Louis). 20004-20009 bought second-hand from American Refrig. Trans. in 1916; ex-5570, 5616, 5626, 5627, 5581, 5525; cost \$410 each. 20010 ex-PFE; new to UIC in 1939. 35000-35011 purchased from UP (OSL) in 1916 for \$225 each.

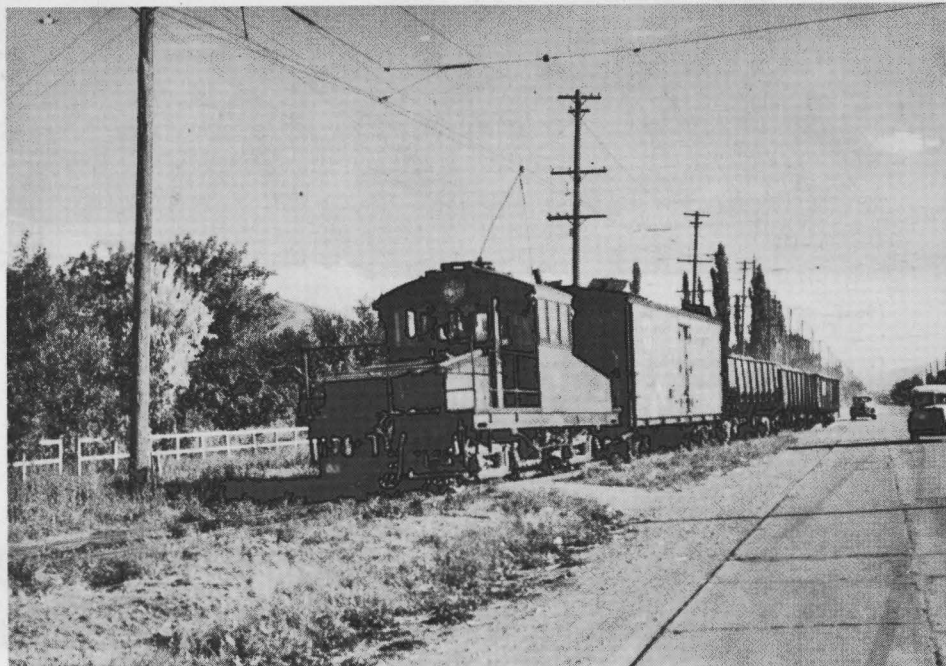
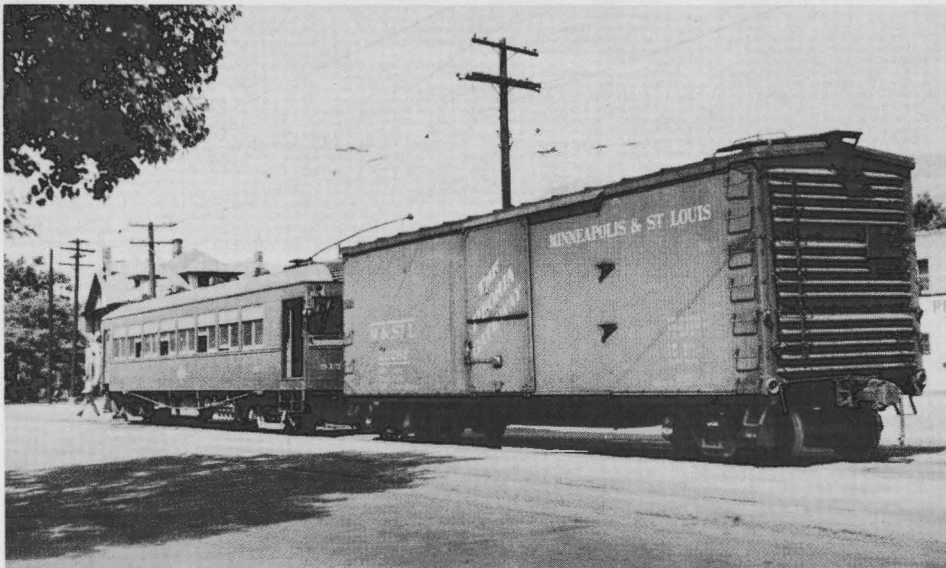
In above roster, all cars acquired 1915-16 except where indicated in parenthesis. All scrapped 1947 except as indicated above.

401, Wood cabooses, built by OL&I in 1916 at a cost of \$460 each. All scrapped in 1947.

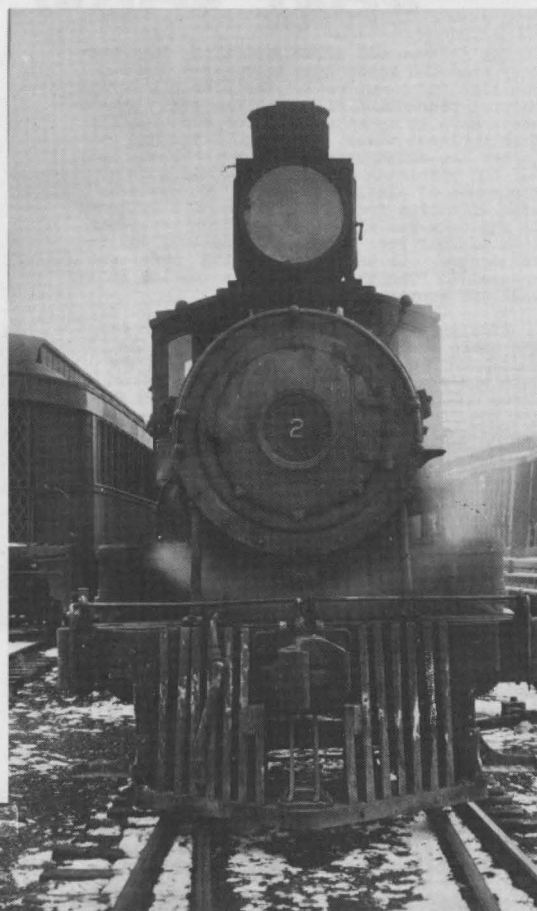
PHOTOS: (Top) One of the first UIC trains into Logan, if not THE first, was this freight, headed by 901. (FF)

(Center) Passenger motors often switched freight cars between runs, and often ran in regular service as mixed trains. Here is 517 and M&StL 22292 on Lincoln Ave. in Ogden in 1942. (JS)

(Bottom) 952 and train leaving Logan, 1945.



SALT LAKE, GARFIELD & WESTERN



(Top) Saltair Pavilion, a tourist attraction since the Gay Nineties and the chief incentive for people to ride the SLG&W. (FF)

(Below) Melting ice short-circuited two motors in the 501 one afternoon in 1945, to the dismay of all on board. (JS)

(Top) Steam locomotive #2, a product of the Rhode Island Locomotive Works, hauled passenger and freight until 1926. (FF)

(Below) A steam passenger train arrives at the Pavilion with hundreds of happy excursionists back in the early days of the century. (FF)

SALT LAKE, GARFIELD & WESTERN

The fifteen-odd miles separating Salt Lake City from the Great Salt Lake was a logical location for a railroad. The Lake provided a natural recreation site, and man-made improvements made it an attraction for vacationists from earliest times. Boating, swimming, and (after the construction of the Pavilion) dancing and picnicking made the Lake the goal of thousands of pleasure seekers. As early as 1891 agitation for construction of a railroad to the Lake was widespread, and on September 25th of that year the Saltair Railway was incorporated. On May 31, 1892, its name was changed to "The Salt Lake & Los Angeles Railway" and construction began.

Straight as an arrow the 60-lb. iron of the SL&LA went west along the line of the Salt Lake base meridian. The shore of the lake was reached in 1893, 16.31 miles from Zion, and track was pushed out over the shallow waters of the lake another half mile to reach the famous Saltair Pavilion, built on 7,500 piles and covering nearly nine acres.

The roadbed of the steam line was nearly level, elevation not varying more than fifty feet from end to end. This flat land was once the floor of prehistoric Lake Bonneville. In what few low places there were, the track was elevated on dirt fills to avoid large ponds which were wont to form in the spring. Rails were laid with opposite joints, later relaid to staggered joints over part of the line.

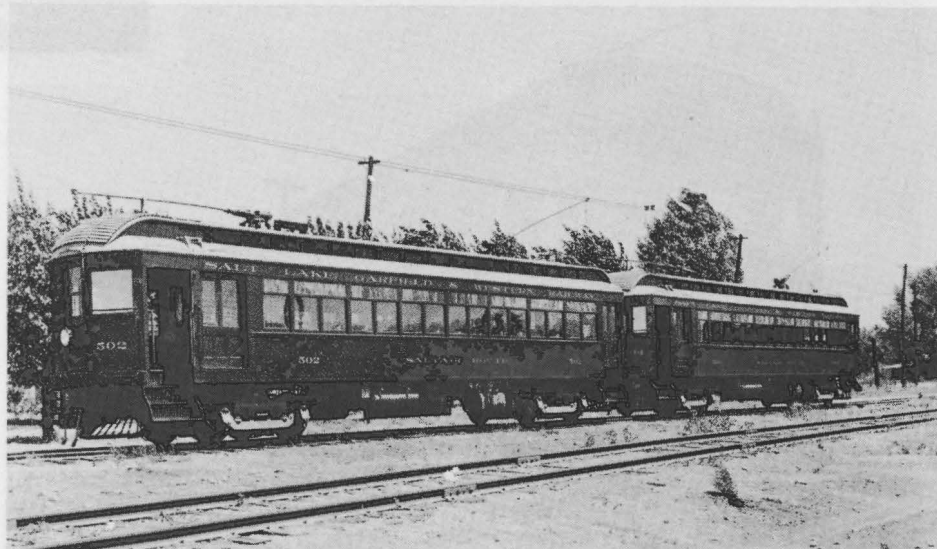
To operate its trains, the SL&LA bought three little American-type steam locomotives plus a motley assortment of second-hand coaches (among which were some from the Michigan Central). Two combination cars carried generators for electric lights, and for the particular patron two cars were even fitted up with revolving parlor car seats and lavatories. The management was loath to cross the tracks of the steam roads in Salt Lake City, and established its station about a half-mile west of the downtown district.

For many years the SL&LA continued to run its trains by steam. Spasmodically it tried to get a franchise to run into downtown Salt Lake as far as Main St. but each time the city fathers refused the application. SL&LA saw the rise of the interurbans all around it: first the Emigration Canyon, then Bamberger, SL&U and the UIC. It talked of going over to electric operation as early as 1913, but nothing came of the talk.

In 1916, however, the metamorphosis of the SL&LA began. On October 28th, 1916, another change of name occurred; the new name: "The Salt Lake, Garfield & Western Railway." The avowed objectives of the new company were to electrify the entire line, buy new and modern electric rolling stock, purchase the Saltair resort property, and to build a branch line to Garfield, Utah.

Electrification proceeded apace. The old rails were bonded, trolley wire strung, three substations built to supply DC current at a pressure of 1500 volts, and six interurban motor cars ordered from McGuire-Cummings. Overhead consisted of the single suspension type trolley wire, hung from a double line of poles. It was intended that the line be eventually double-tracked, hence the poles were set at the extreme edges of Saltair's 66-foot wide right-of-way. Double wire was used, one for each direction; this eliminated frogs and cut down dewirements. It was hoped to add ten steel trail cars similar to the motors, and perhaps one or two electric locomotives—but finances ruled otherwise.

The first regular operation by electricity commenced on August 4, 1919 when the interurbans started running on a 15-minute headway. Freight continued to be hauled by the steam engines, and overflow crowds required the continued use of the steam coaches, but hauled by the motor cars. Quickly the new Saltair line caught on, and the public was not slow in putting its stamp of approval on the modernized service.

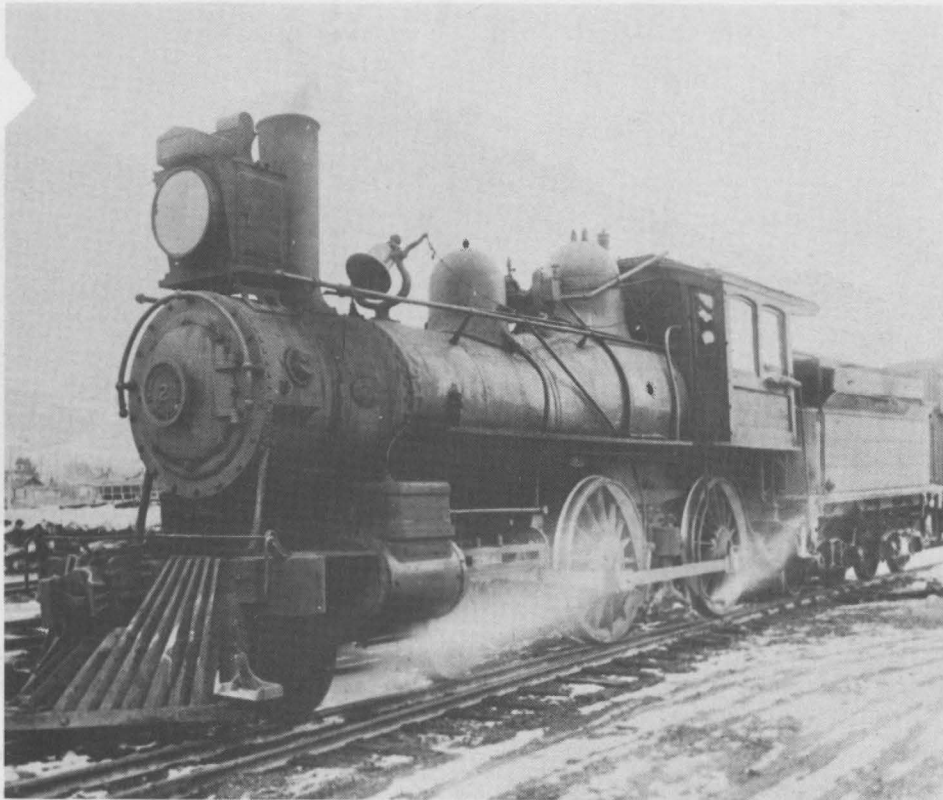


Top: Motor 501 at Pavilion, 1942. (JS)

Below: Motors 502 & 504 at Salt Lake, 1923. (EK)

In April, 1918, the company's authorized and outstanding capital stock was increased from \$300,000 to \$750,000 for the purpose of purchasing the Saltair Beach Resort property. The company issued \$300,000 in bonds for the following purposes: (1) To extend the line from Saltair to Garfield; (2) To electrify the entire system; (3) To equip the road with modern electrical rolling stock. These bonds were first publicly offered in December, 1916.

Continued excellent business caused the company in 1922 to construct in its shops the novel open-air trailers which have been a trademark of the Saltair line ever since. Thirteen of these were built, along with one closed trailer. These trailers seated about a hundred people each, and carried train lines permitting them to be sandwiched in between motor cars. For some reason, these open trailers were not equipped with lights, a fact which seemed to add considerably to their appeal on moonlit nights.



Three little 4-4-0 type locomotives like Number Two (above) hauled trains on the Salt Lake & Los Angeles Railway prior to electrification. (FF)

The ride from the Salt Lake station to Saltair was not fast, it was not scenic, it was not too comfortable. Why then did so many thousands flock to ride the cars from Memorial Day to Labor Day each year? The answer was the delights to be found at the Saltair terminus. There the great Pavilion provided dancing, picnicking and other treats; a roller coaster provided thrills sometimes amplified by its shakiness; the lake itself gave bathers almost effortless floating. The high saline content of the lake's waters caused the famous witticism that bottoms were hardly needed in boats! So the Saltair electric trains continued to haul their loads of pleasure seekers, year after year.

The extension to Garfield, 2.22 miles from Saltair was pushed through to completion to serve the copper smelters near the foot of the precipitous and awe-inspiring Ogkurrh mountains. The company's original plan to extend to the mining town of Tooele was given up in 1923 when the Union Pacific and Western Pacific railroads refused permission to cross their main lines at grade. The Garfield line proved to be anything but a money maker. The cars ran with profitable loads only when meeting shift changes, and the expected freight revenues failed to materialize. So, in 1930, the few trains scheduled over this branch were pulled off. Shortly thereafter fire destroyed a small trestle, ending all operations. Some of the trolley wire was thereupon stolen, and the company itself moved swiftly to pull down the remainder. So ended the Garfield branch.

After electrification, freight continued to be hauled by the steam locomotives until 1926, when the company decided to have its passenger motors do the work. Two of these motors, working in multiple unit, were discovered to be able to move 40-car freights over the billiard-table-level track. It was not until March, 1946, that the company got its first and only electric locomotive---the 401, formerly SL&U's 104.

See SL&U map, page 37, for route of Saltair.

Freight hauled by the Saltair line came from several sources. The chief item hauled was, of course, salt---from the large plant of the Royal Crystal Salt Company whose huge drying vats line the right-of-way for several miles. Another revenue source is the Salt Lake Airport, to which during World War II the company hauled long trains of Pullmans behind a brace of McGuire-Cummings motors. A cement plant, a power plant, and the Saltair resort itself are the other patrons. At one time the company hauled livestock, unloaded from island stock ranches to cars at a cattle chute near the Pavilion. A vital item of freight is the carrying of fresh water to the Pavilion; old steam road tenders have been fitted up for the purpose. At Salt Lake City, Saltair connects with the Union Pacific, Western Pacific, and the Denver & Rio Grande Western; it connects with Bamberger via the Union Pacific.

The location of Saltair's passenger station at North Temple & Tenth West Streets---a half mile from the downtown district---required the use of streetcars or autos to reach the beach trains. An effort was made to induce Saltair to join as an equal partner with Bamberger and SL&U in the Salt Lake Terminal Company, but the difficulty with the city in obtaining a franchise to extend into the area, coupled with the fact that the Terminal train yard was incapable of handling anything longer than a six-car train, resulted in Saltair's decision to remain on the west side of the steam road tracks. With trains up to sixteen cars long, Saltair's reluctance to operate across busy steam road trackage and around sharp curves on city streets may well be appreciated. At any rate, the lure of the Saltair resort caused no demonstrable decline in patronage due to the out-of-the-way location of the station.

While the resort traffic to the Pavilion provided about two-thirds of Saltair's revenues, its freight business was much more consistent. It can be said in all truth that as the level of the Great Salt Lake went, so went Saltair's passenger business. In 1939, the water level of the lake had so receded that a mile-long temporary railway on which operated a gasoline-powered hand car and its

diminutive trailer was required to get the resort's few patrons to water of bathing depth. Naturally, passenger business fell drastically. Then the lake began coming back, at the rate of five inches annually. By the mid-Forties, Saltair was again doing a respectable passenger business.

Saltair was rarely bothered by snow. A flanger fitted to motor 503 was able to keep the line in operation.

Saltair's motor cars were able to run on 525 volts as well as 1500; this was due to the company's desire to run into the heart of Salt Lake City over the streetcar company's tracks. Only when Saltair's own power system failed was it necessary to use the 525 volts. On one occasion it had to operate half its line with 525 volts and the other half on the usual 1500 volts. Power was purchased.

The pleasant early evening ride at sunset was a joy that local citizens thrilled to. The setting sun over the Great Salt Lake and the jagged mountains in the background created a perfect setting, while behind lay the massive Wasatch Mountains with the never failing beacon light looking down over tree covered Salt Lake City and its copper domed capitol building. At night, late dancing couples enjoyed the cool air and starlit skies from the unlighted open cars which put the "Tunnel of Love" to shame.

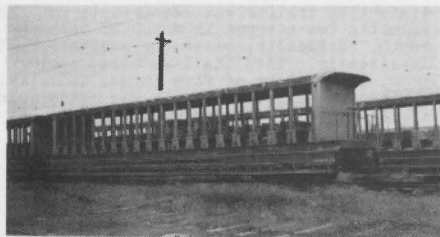
In spite of the extremely low fares charged, Saltair cars continued to be run by two-man crews.

History was made when the president of the Southern Pacific ran his private car over the line, and again when a solid string of Pullmans from the east made its terminus at Saltair Beach.

Electric trains before World War II operated on an hourly schedule through the summer. On busy days as many as 16 cars were operated in one train. During the war, however, only two trains made the entire round trip all year around, operating for the convenience of the Royal Crystal Salt workers and watchmen at the Pavilion. When traffic picked up after the war, trains again operated hourly between 1:00 PM and 11:00 PM, with a morning train at 9:00. Returning, trains left the Pavilion on the half-hour. Trains were wye'd at the Pavilion when necessary, but the stub terminal at Salt Lake City sometimes made use of a second motor necessary. Fare charged throughout was 25¢ for the round trip, with Mondays being bargain days: 10¢ for the round trip.

In spite of these extremely reasonable rates, Saltair did not make money. With the passing of the years, the physical plant ran down and maintenance of cars and track was deferred. Thus the conversion to diesel power was attractive to Saltair officials. With the purchase of two diesel locomotives and a diesel passenger car in 1951, the way was clear for abandonment of electric operation. This came about on August 16, 1951, when the last car sparked its lonely way out to Saltair and back. Two of the motor cars were kept for use as trailers behind the diesel locomotives as were several of the open trailers. The remainder of the Saltair rolling stock was scrapped.

Saltair still operates passenger service, the last of Utah's once great interurbans to do so. Although no longer an electric railway, the visitor to Salt Lake City can recapture much of the flavor of the Saltair line by riding the diesel trains; they still roll out to the great Pavilion, and if one is fortunate enough to ride an open trailer or one of the demotorized McGuire cars, the illusion of returning to yesteryear may be almost convincing.



Open trailers 301-313 were 55'8" long, seated 100 and weighed 20 tons. (FF)

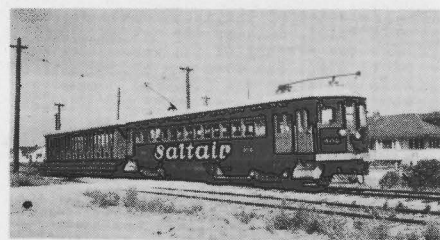


The *Saltair* Route

(Above) 503 & 502, working MU, haul a short cut of cars on West South Temple St. between 5th & 6th West Sts. on June 15, 1942. (JS)

(Left) 500 & 503 with train; West South Temple & Jeremy Sts. on September 13, 1942. Track in the foreground is U.P. freight line. (JS)

(Below) SLG&W 401, ex-SL&U 104, as it appeared in 1947. (FF)



501 & 502 received new arch roofs in 1950.

After dieselization, 501 & 502 were kept to be used as passenger trailers. (FF)

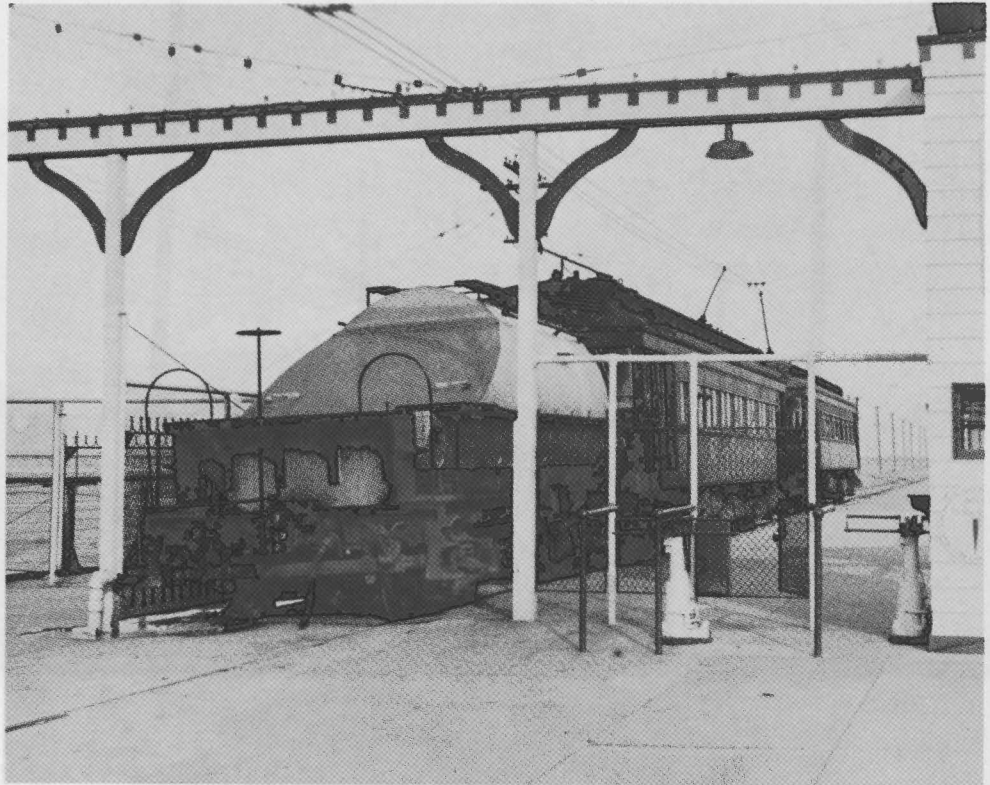


500-505: Motor cars 500-505 were products of the McGuire-Cummings Car Company; they were ordered in 1917 and delivered the following year. In appearance they were perhaps the plainest of all Utah interurban cars, possessing a short high body with a heavy monitor deck roof. Windows were paired with green glass upper sash. The car bodies and underframes were steel, with wood and canvas roofs. Length of body over buffers was 56'0". Electrical equipment was by General Electric while brakes were Westinghouse. The cars were double-end and were geared for a balancing speed of about 45 mph. They originally had a tasteful exterior paint job of dark green trimmed with gold, but in later years this gave way to a garish green body, silver roof, and "Saltair" spelled out in huge orange letters.

Cars 501 and 502 were given flat arch roofs in 1950; perhaps this saved them from being scrapped. They are now demotorized, being hauled by diesel locomotives. Cars 500, 503, 504 and 505 were scrapped in July 1953 at the American Foundry & Machine Co. in Salt Lake City, along with locomotive 401, the tank car and five open trailers.



Saltair's line car, 106. (FF)



The Saltair Pavilion and resorts depended upon the interurban for their fresh water. Above is shown the water car (rebuilt from a U.P. tender) at the Pavilion with motors 503 and 504 in 1945. (JS)

ROSTER OF CARS (As of 1946)

- 1 & 2: Ex-Michigan Central open vestibule cars; built by St. Charles Car Company; dismantled.
- 100: Box car, built for Salt Lake & Utah in 1924; one of a number of cars never received by the SL&U.
- 102-103: Tank cars acquired 1946 from Chicago.
- 104: 30-foot flat car.
- 106: Line car, built on old 30-foot flat; not motorized.

107 & SL&U 1005: Flat cars.

--- Water car, for Pavilion and salt factory; ex-UP tender.

201: Passenger trailer; built 1922 by SLG&W; scrapped 1945.

301-313: Open bench, double truck trailers; built 1922 by SLG&W; of wood and steel construction.

401: Electric freight locomotive; bought 1946; ex-SL&U 104.

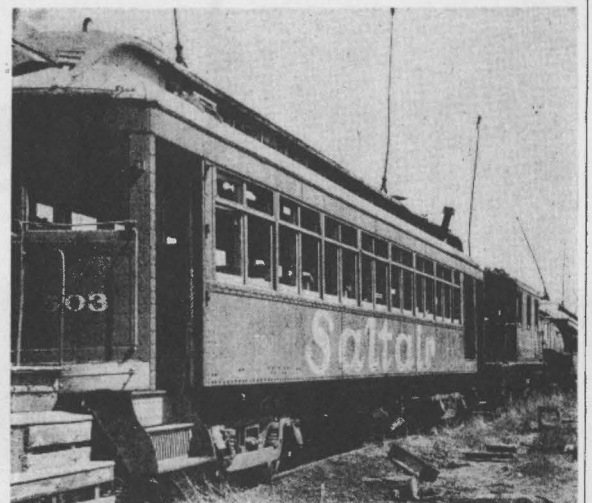
500-505: Built 1918 by McGuire-Cummings; steel but wood roofs.



Only Saltair, of all five Utah interurbans, remains in the rail passenger business today. These photos show how it handles this business. At left, DS-1 (coupled to 502) (FF) and DS-2 (below) are 44-ton, 380 hp GE diesels, while MC-3 (above) (GW) takes care of lighter passenger business. MC-3 came from the Aberdeen & Rockfish RR. of North Carolina, while the locomotives were acquired from Hyman-Michaels.

THE SALT LAKE TRIBUNE, Monday, July 6, 1953

22



A relic that suggests only memories of its past glories, here is a trolley car of the Saltair line, awaiting wrecking crews that will tear it down, use its parts for scrap.

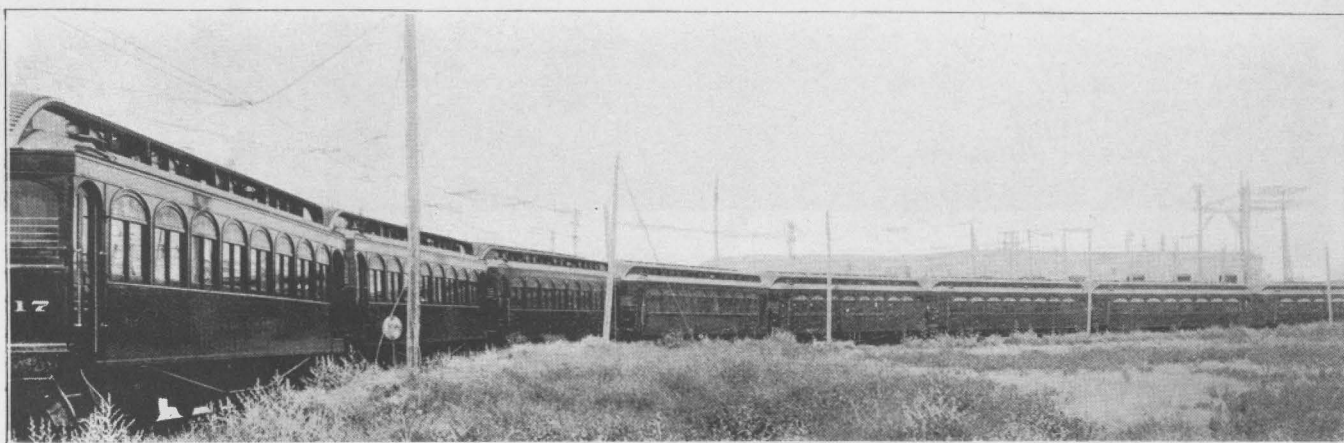


One can almost hear the blare of air horns as Bamberger Train No. 7, cars 355 and 405, bears down on him near North Salt Lake on June 16, 1942. (JS)

Bamberger line car 05 speeds past Arsenal in July, 1949. On siding, rusting slowly, a trio of Utah-Idaho Central locomotives; they sat there for many months. (FF)



ALBUM



The year was 1913, and this imposing train of brand new interurban cars for service on the Salt Lake & Ogden (Bamberger) Railroad had just arrived in Ogden from the factory of the Niles Car Company, Ohio. The handsome big cars made the long trip west rolling on their own wheels. Below, the regular southbound Bamberger freight enters Salt Lake City circa 1922; it carried eastern shipments such as autos, brick, etc. (Both, MC)





The severe snowstorms of January, 1949, produced these thrilling scenes of wintry action. Above, car 350 enters Farmington right on time despite the heavy snow. Below, Bamberger locomotive 528 pushes plow 010 with air operated wedge; 010 ran night and day to keep the line open. BRR trains operated with poles reversed for as much as a mile in switching; when trains missed flag stops they backed up for a couple of blocks without changing poles. (Both, FF)





Bamberger Railroad's five Bullet cars were small but fast and comfortable. Car 127 is seen at left in Kaysville. (CDS)

Interiors of the Bullets were in keeping with 1932 standards of comfort. (JF)

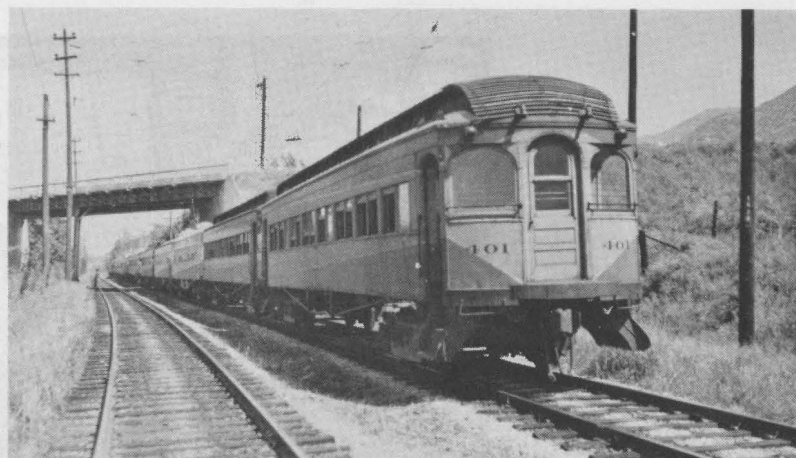


The Bullets were continually being dwarfed by their larger neighbors. Here a Bullet is rendered insignificant by hospital cars at Bountiful in 1949. (FF)





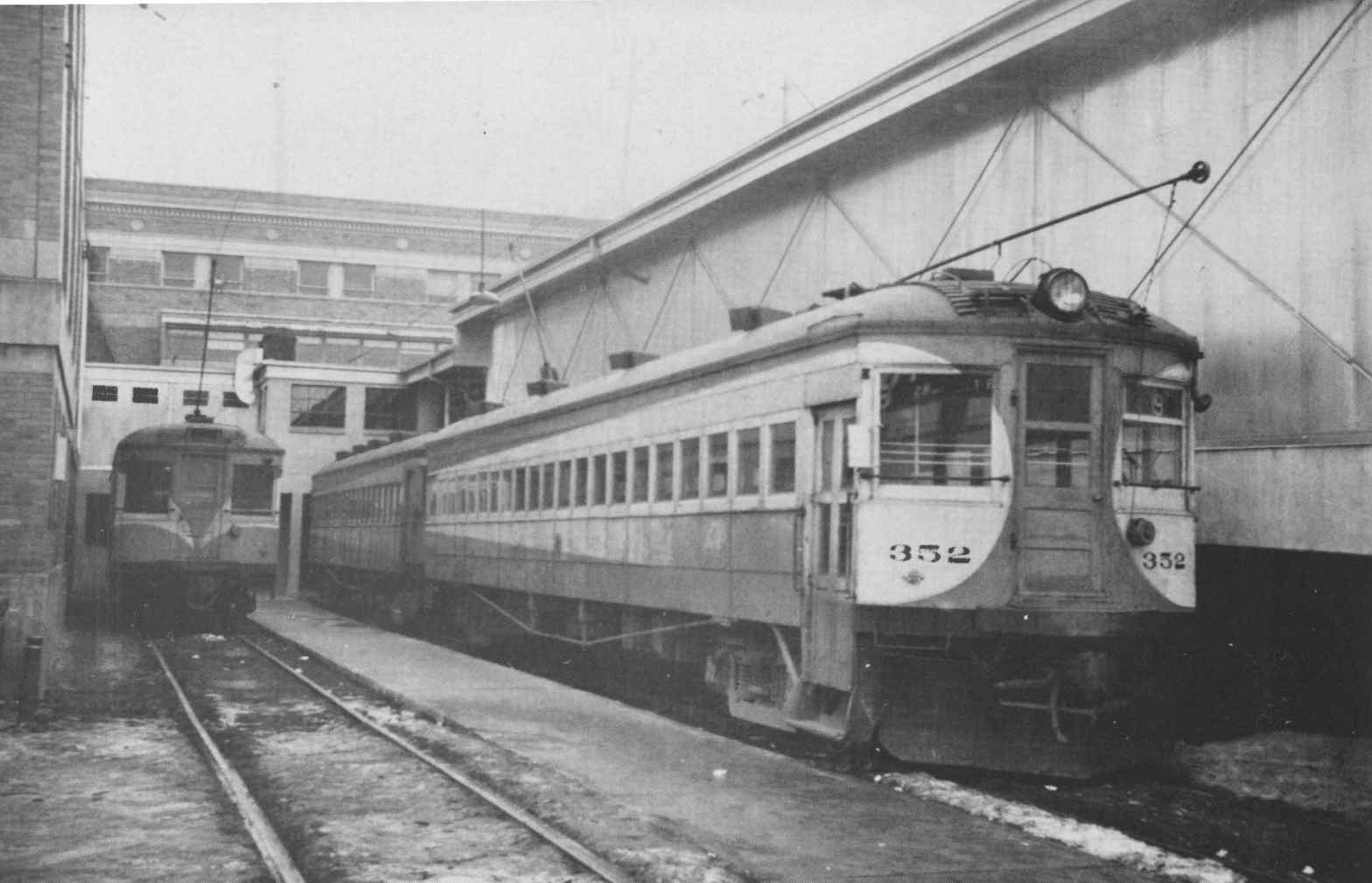
Lagoon, the big amusement park just north of Farmington, generated many patrons for Bamberger's electric trains over the years. These photos show some of the long specials which operated to that attraction. Above, West High Day at Lagoon called for eleven cars in 1948. At right, fifteen cars (three trains) lay over at Lagoon in 1950. Below, another shot of waiting cars at the park, this one taken in May, 1949. (All, FF)





Two more Lagoon trains are featured here. Above, 353 and another motor speed a trio of trailers near Farmington in 1950. Below, a Lagoon train is seen in Salt Lake City in 1949. Both trains are well filled---normal for Lagoon traffic. (Both, FF)





The 1948 remodeling of the Salt Lake City terminal to permit it to accommodate buses as well as interurbans saw many changes take place, including cutting the number of tracks to two and constructing a bus concourse to handle 16 coaches. Photo above shows the rebuilt yard area on January 1, 1950. (MC)

Below, interior of car 436 circa 1947. Note bus seats, bare light bulbs. (JF)





The scene, Bountiful; the day, April 2, 1945. The west's last unrebuilt Niles interurban car, Bamberger's 401, rolls by. It was later rebuilt. (FF)

At right and below, scenes on the last day of rail passenger service on Bamberger---September 6, 1952. At right, a train rolls into Kaysville; and below, farewells at Farmington. (Both, FF)

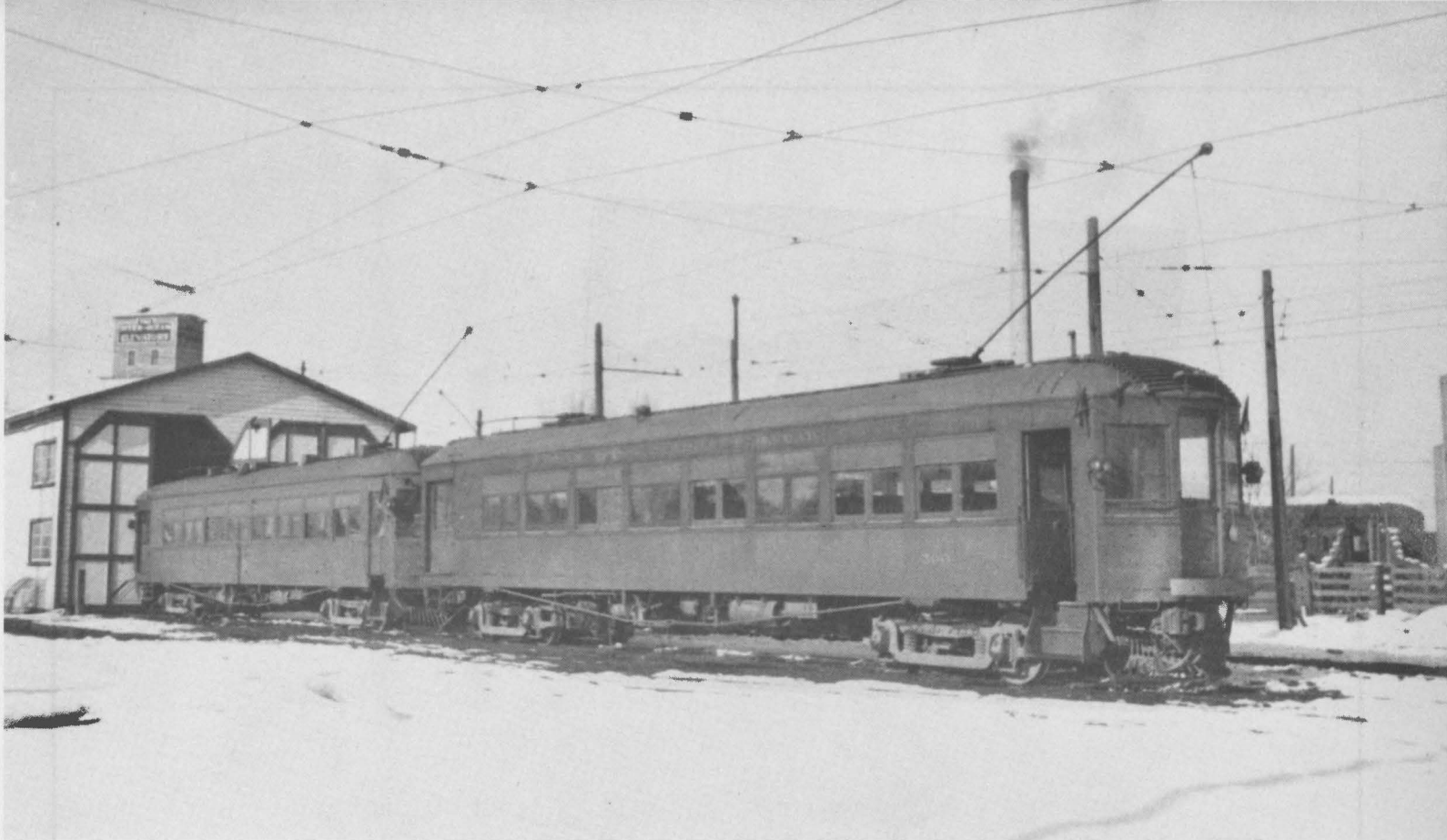




A long line of Bamberger interurbans and locomotive 528 await burning on this lonely siding near Kaysville in December, 1952.

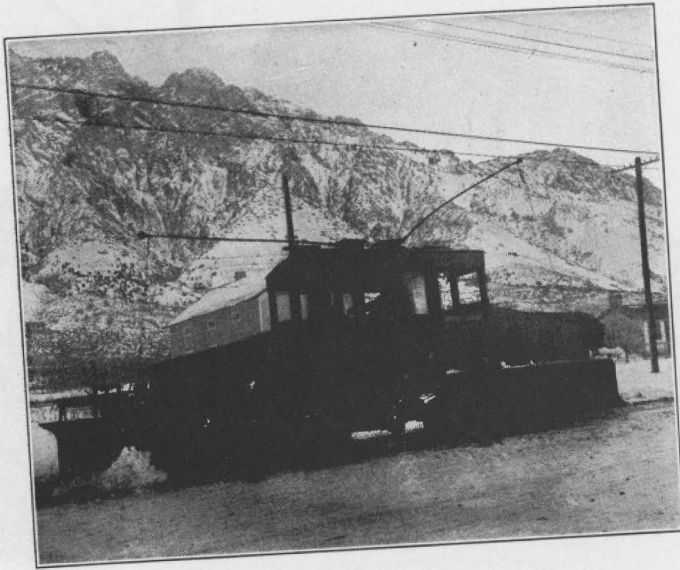
Five years earlier, this lineup of Rock Island coaches and ex-SP electric cars was waiting at Arsenal for movement to Pueblo for scrapping. (Both, FF)





UIC motors 505 and 500 pose in this snow scene at Preston circa 1936. In left background may be seen the little two track barn which serviced the cars at this northern terminus of the line. (MC) Below, express trailer 602 and its motor car speed through Willard; the year was 1947 and the end was nigh. (FF)

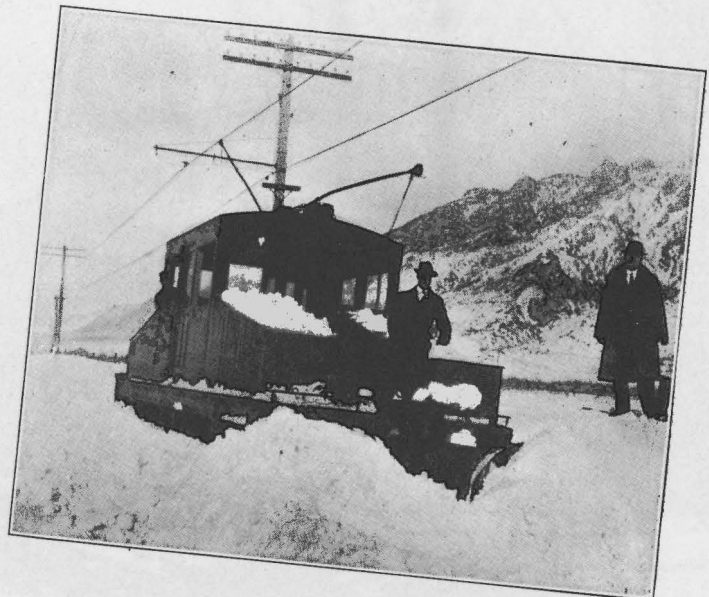




UIC's oldest freight motor was this home-built composite (wood body, steel underframe) locomotive. Built in Ogden by Ogden Rapid Transit in 1910 as its No. 6, the car became UIC's 951. It was damaged by fire in 1916, and wrecked on the Plain City branch later.

Rebuilt, it ran on UIC until 1945.

These photos, taken in 1911, show the motor as used by ORT as a snowplow. In those days, it weighed 30 tons and was equipped with four GE 210 motors.



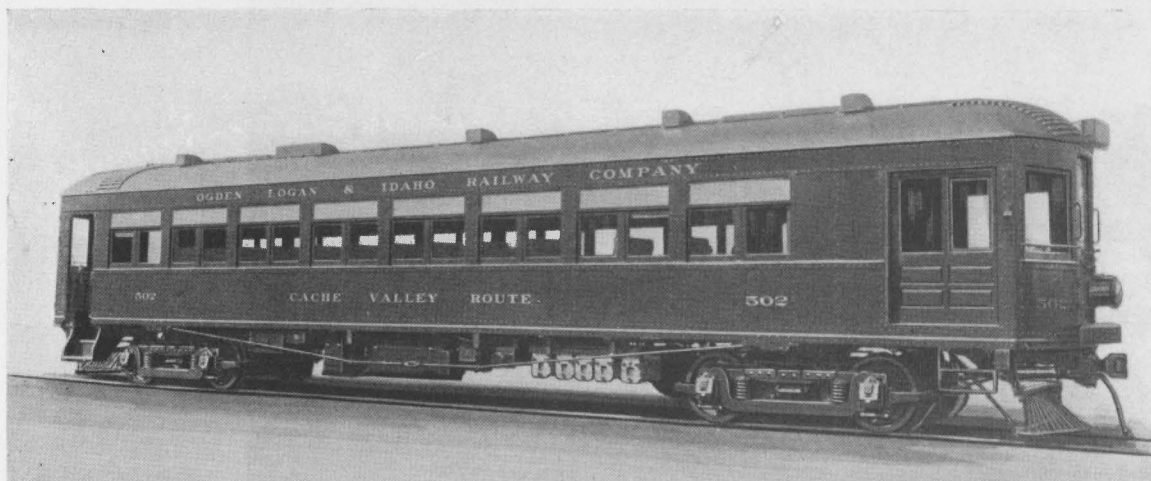


BRILL STEEL INTERURBAN CARS



APRIL 24, 1915]

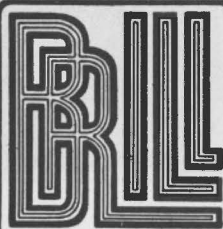
ELECTRIC RAILWAY JOURNAL



TWELVE more of these sixty-foot steel cars were ordered last week by the Ogden, Logan & Idaho Railway Company after the first order for three cars was delivered.

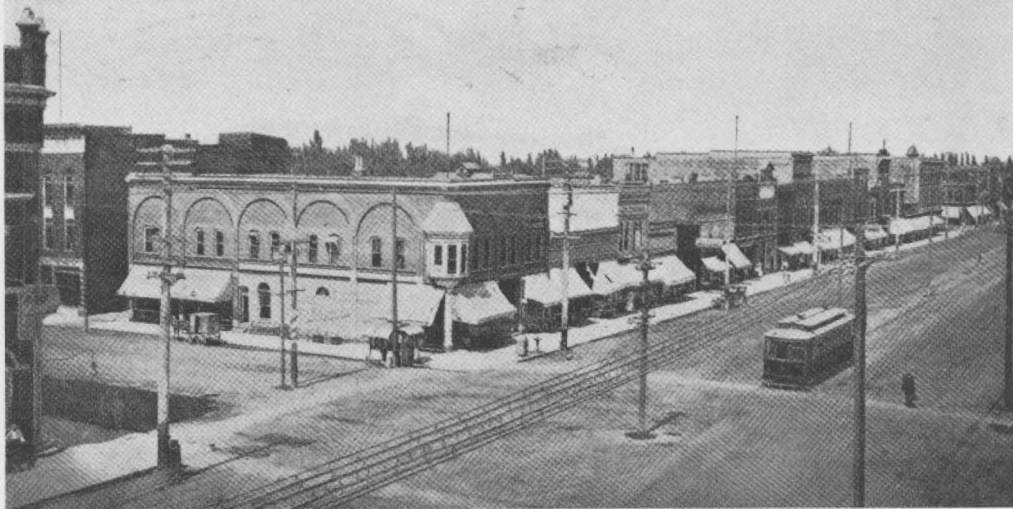
The cars were described and illustrated in the March issue of Brill Magazine.

THE J. G. BRILL COMPANY
Philadelphia, Pa.
AMERICAN CAR COMPANY
St. Louis, Mo.
G. C. KUHLMAN CAR CO.
Cleveland, Ohio
WASON MANUFACTURING CO.
Springfield, Mass.
COMPAGNIE J. G. BRILL
Paris, France



AGENCIES: PIERSON, ROEDING & Co., San Francisco, Los Angeles, Portland, Seattle. NOYES BROTHERS, Melbourne, Sidney, Dunedin, Brisbane, Perth. C. DUBBELMAN, 48 Rue du Luxembourg, Brussels. SHACKLEFORD & Co., Calle San Martin 201, Buenos Aires. THOMAS BARLOW & SONS, Durban, Natal. SHEWAN, TOMES & Co., Hong Kong, Canton, Shanghai. G. CHECCHETTI, Piazza Sicilia, 1, Milan. LONDON OFFICE, 110 Cannon Street, E.C.

Main Street, Logan, Utah.



LOGAN RAPID TRANSIT COMPANY

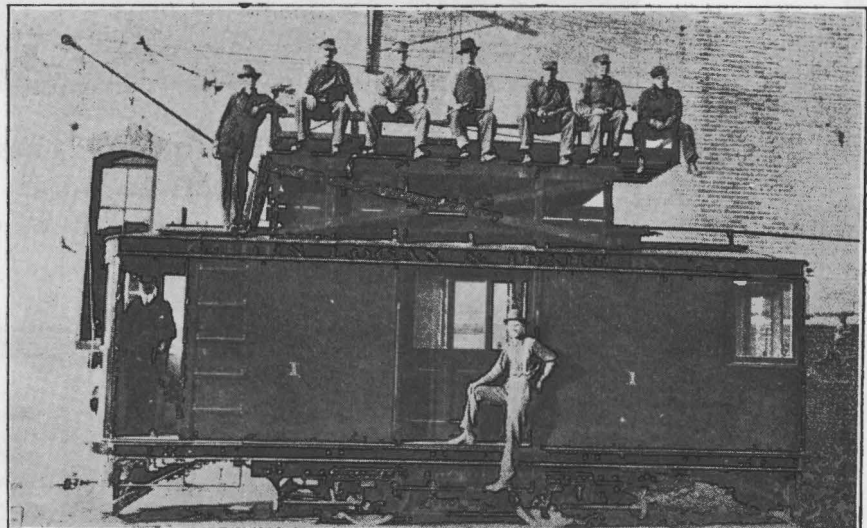
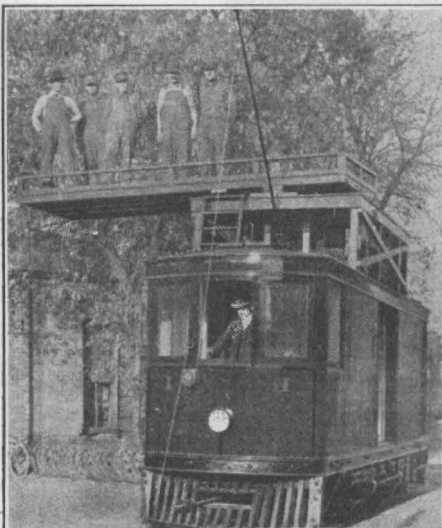
One-fourth of LRT's car roster is seen in this photo from a 1913 postcard. Logan's streetcars ran for but a dozen years. (MC)

A HOME-MADE LINE CAR

In 1914 the Ogden, Logan & Idaho Railway built this little line car in its Ogden shops. No. 1's body was 26 feet long and but 6'10" wide. It was mounted on a truck from a retired city car and had two GE 90

motors, good for about 35 mph. The car entered service in October, 1914---just in time to help erect the overhead on the two extensions: to Preston and to Brigham.

End and side views of OL&I line car No. 1 (MC)





The last run: the weather was cold at dusk on February 15, 1947, in Logan. Down the street rolled this three-car train on the last day of passenger service on the UIC. Car 506 headed the train, followed by express trailer 602 and another passenger motor. About forty people boarded in Logan for way points, with six continuing on into Ogden, where these cars joined their mates already on the scrap track. Below, 506 and 602 about a year earlier were rolling into Ogden when this photo was taken. (Both, FF)





Payson, Utah, 66.9 miles south of Salt Lake City, was the extreme southerly reach of the SL&U. The photo above shows Train 39, car 602, at the wye in Payson preparatory to its return trip to the capital. The date was June 18, 1942. (JS)



Box motor-tower car 802 is seen at left in Provo on July 6, 1938. (TGW)



Photos at left and center, taken in March of 1942, show car 603 performing its important task of delivering less-than-carload freight to way points. At left, the big car unloads at Spanish Fork, while below it pauses at American Fork with the everlasting hills providing a suitable backdrop. (Both, AL)

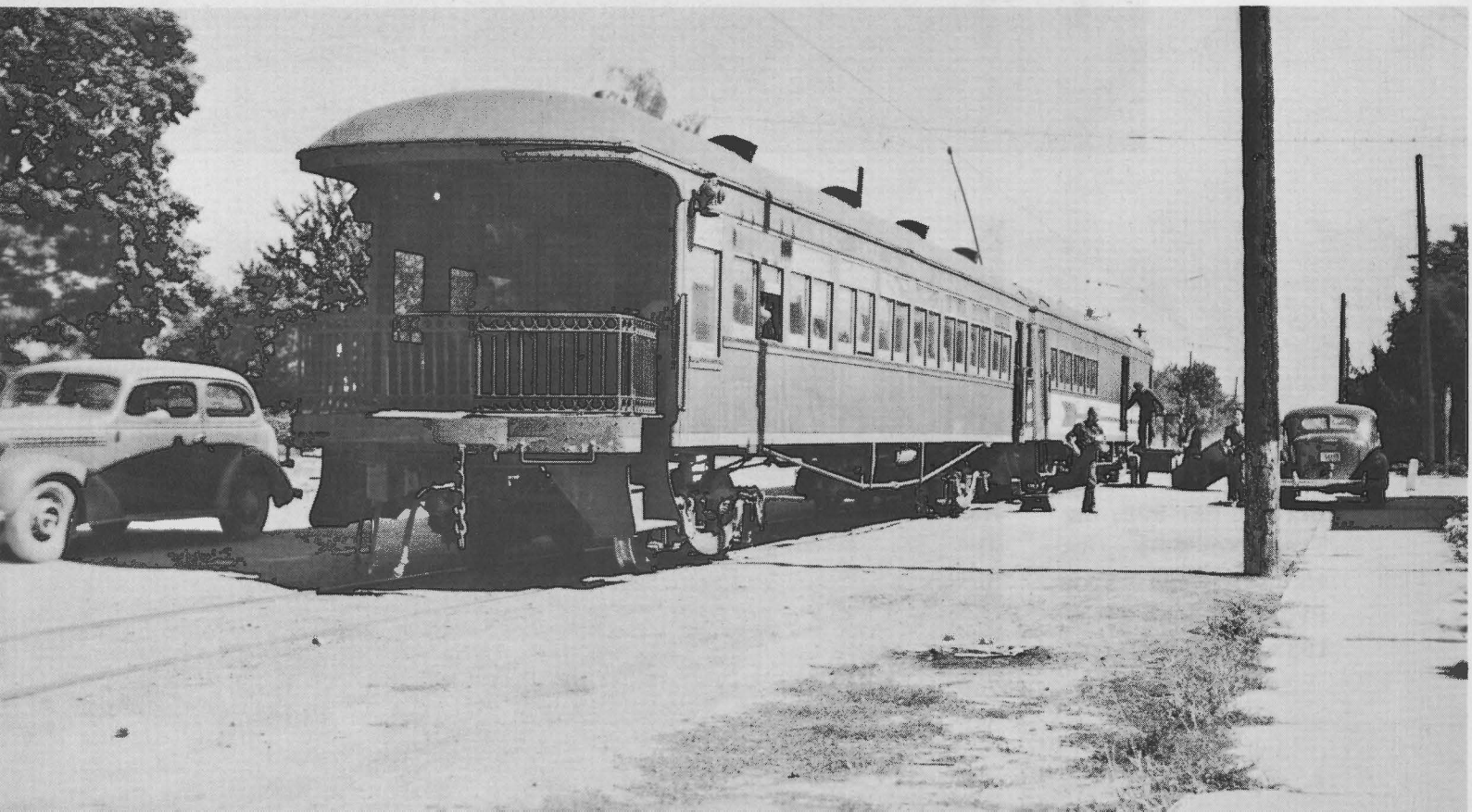


Big red car 602, as Train No. 6, awaits signal to depart from Provo on June 24th, 1938. (EMS)





Only a handful of American interurban railways owned open platform observation cars, and SL&U was one. Its two handsome steel observations in these photos appear to be deserted, alas. Above, 752 is pulled by 602 on April 23, 1944; the scene is Provo. (CDS) Below, 751 is seen at Lehi in 1943. (AL)





SALT LAKE, GARFIELD & WESTERN RAILWAY CO.

22 EAST 1st SOUTH STREET • SALT LAKE CITY 1, UTAH



The paint schemes varied over the years, as these three photos show. At top, 505 is seen in the conservative green with small lettering in July, 1935. (RDH) By 1939 cars were still green, but "Saltair" was painted on sides in huge yellow letters. (TGW) And by 1950 the cars had lost all pretense to dignity; the photo at right shows them at the car barn, garish in someone's idiotic conception of modern color appeal: green, yellow and silver! (JF)



Power and Electrical Department

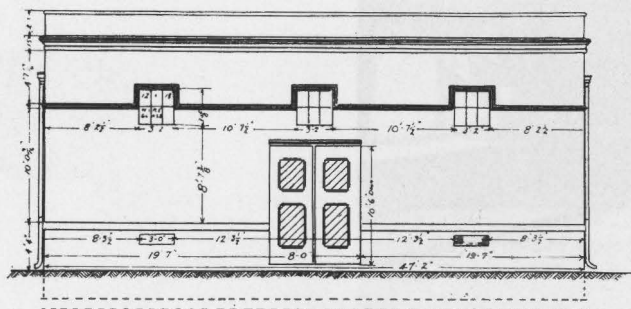
SALT LAKE, GARFIELD & WESTERN ELECTRIFICATION

The electrification and extension of the Salt Lake, Garfield & Western Railway, involving a number of unique features, is now about 75% completed and it is expected to begin electric operation over the road the fore part of the coming summer. This road is in process of conversion from an amusement line to a full fledged interurban. Heretofore it has operated between Salt Lake City and the great amusement resort, located on Great Salt Lake and known as Saltair. The six-mile extension from Saltair to Garfield and the nearby plant of the American Smelting & Refining Company, the largest and most important of that corporation, will give the road an all-year instead of a summer business, and it is expected that this property will do an extensive freight as well as passenger business. In this connection, it is interesting to note that during the past year, the net earnings of the company have been more than 4 1-2 times the interest requirement of its bond issues. When again placed in operation, the road will have a length of about 21 miles, the old road representing about 15 miles of it, and the extension six miles.

pany's poles, while every 600 ft. over the entire line will be located one 1500-volt dc. Garton-Daniels lightning arrester. O-B overhead material is used, being porcelain insulation and designed to give 3000-volt insulation throughout the line. Two trolley wires of 4/0 American standard grooved section have been strung over the roadbed, 20% of which is at present occupied by double track. It is planned ultimately to double track the entire road. The object of the double trolley wire is to permit double track overhead construction, as the line is gradually double tracked, by simply moving one of the wires bodily across the supported cross suspension to the second track.

No feeder copper is utilized in this electrification, the substations being so spaced that a maximum potential drop of 10% only will result under the most severe conditions of operation with the use only of 4/0 trolley wires tied together with a 6-in. separation and carried over the entire length of roadbed.

The construction of the two substations was started several weeks ago. These buildings are designed especially to meet the requirements of automatic operation. They are of concrete up to the water table and then brick to the roof. The roof is of concrete



Elevation and Section of Salt Lake, Garfield & Western Railway Substation

On the extension 60-lb. T-rails have been laid on No. 1 grade western cedar ties with 24-in. spacing on gravel ballast, with 6 in. of gravel beneath the ties. The track has been completely bonded with the American Steel & Wire Company's gas-welded 4/0 bonds attached to the ball of rail and cross-bonded every 600 ft. with the same type of bonds.

The overhead construction is of the direct suspended cross-span type, the cross spans being 3/8-in. Siemens-Martin galvanized strands. The poles which are 35-ft. western cedar both on tangents and curves throughout the system are guyed, involving the use of 2400 eight-in. Bierce anchors set in crushed stone. A privately owned telephone line will be carried on the com-

reinforced with expanded metal and is supported on steel I-beams and cast iron columns.

The window system differs from that usually employed in substation construction. The windows are located 14 ft. above the ground line and ventilation is accomplished by means of louvres located just above the ground line. The stations are designed for the installation of two 600-kw. motor-generator sets, the motors being 2300-volt, 3-phase, 60-cycle, 900-hp. induction type, direct connected to 1500-volt dc. generators, the current from which is fed direct to the trolley wire for 1500-volt trolley operation. The substation equipment includes a delta installation of 600-kw., 44,000-volt oil-cooled transformers.



What could be nicer than riding a big interurban to a fine old amusement park--- especially if it were SLG&W's 503. The natty appearing car is seen here in two camera studies hard by the Saltair Pavilion circa 1947. (JF)





During World War II SLG&W's big passenger motors doubled as freight locomotives as well as powering troop trains. Here, photos of 1943 vintage catch 500 and 501 with Pullmans and IGN coaches. Flat terrain helped!

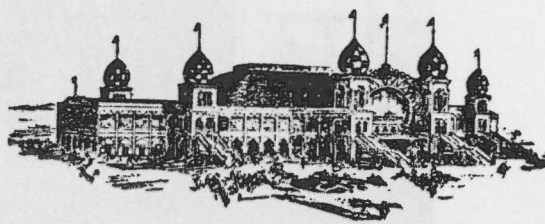
Above, pushing Pullmans into Salt Lake City; it was December, 1943. (FF)

At right, the two motors prepare to move four heavy steam road cars. (FF)

Below, war's chores at an end, 501 poses in its new paint at Saltair in 1949. (MC)



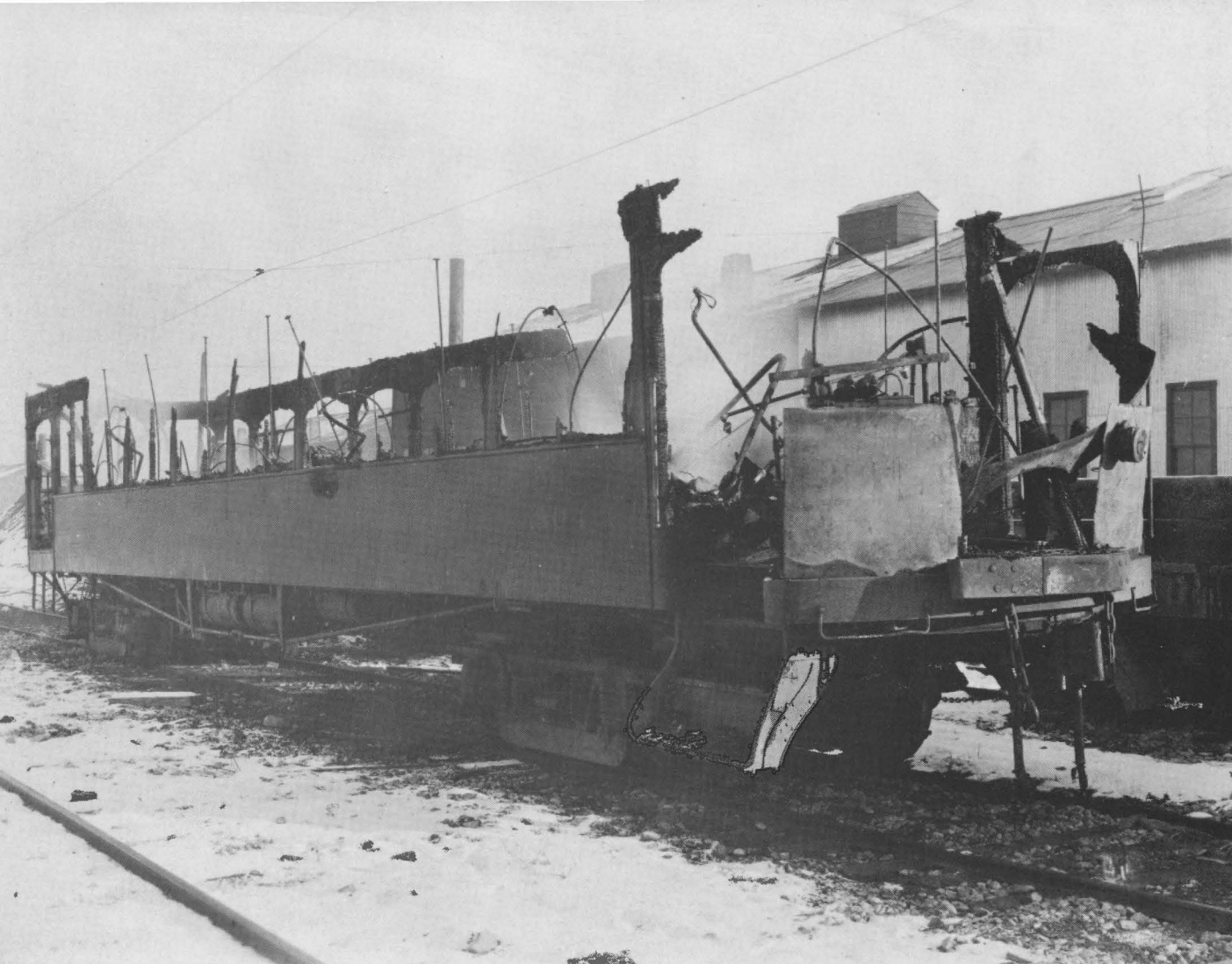
Salt Lake, Garfield & Western Railway Co.



SALT AIR PAVILION



It was a snowy world indeed that day back in 1946 when UIC 513 departed Ogden for still snowier reaches to the north. Passengers inside the big interurban were snug and warm, however---tribute to Brill craftsmanship. (BJ)



Bamberger's car 304 apparently had no future on May 7, 1918 when it looked thusly after the disastrous Ogden car house fire. However, the car emerged from its rebuilding as locomotive 525 and served until 1952. (MC)



Two Bamberger trains pass at 25th & Lincoln, Ogden, on January 22, 1950. Cars 302 & 326 pass 352 which obviously has negotiated a snow-storm en route from Salt Lake City. (MC)



Little did this pair of ex-Southern Pacific interurban cars from Oakland think they'd ever operate in Utah---but here they are in Ogden in 1945, thanks to World War II. Bamberger locomotive 530 prepares to speed Ogden Arsenal 104 and 105 to the big war installation at change of shift time. (JS)

Salt Lake & Utah car 601 enters Spanish Fork on July 15, 1939. (TGW)





Salt Lake & Utah Train No. 41, cars 609 & 702, kick up some dust as they roll into Spanish Fork on September 5, 1942. (JS)

Saltair's car 503 rolls across the flatlands en route to the lake in 1940. (MC)



New Things for Electric Railways

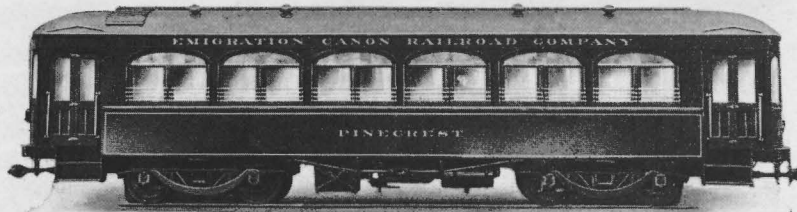
CARS FOR NEW UTAH ROAD

The Emigration Canon Railroad Company, of Salt Lake City, Utah, has received a number of new cars from the Niles Car & Manufacturing Company for its recently completed road.

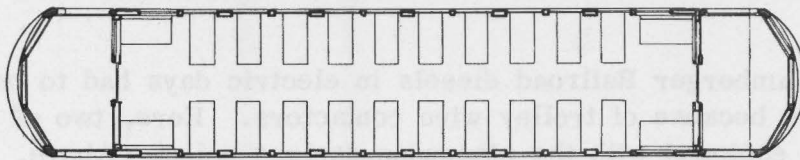
through which the Mormon pioneers entered Great Salt Lake valley and climbs about 3,000 ft. in this distance. For about one-half the distance the track follows the Old Mormon Trail, then strikes boldly up the mountain-

camped at the place where the skull was found July 3, 1847, making 15 miles that day.

The road was built as an outlet to several stone quarries but the beautiful natural scenery built up a passenger traffic with little effort on the part of the management. This traffic increased to such a volume that this summer the Pinecrest Inn was built at the upper terminus, nearly 7,500 ft. high, in the heart of the Wasatch Mountains, surrounded by snow covered peaks and canons. Legrand Young, president of the railway company, is a nephew of Brigham Young, who led the pioneers over this trail and founded the beautiful Salt Lake City with the Wasatch Mountains at its back and Great Salt Lake at its feet.



Exterior of Car of Emigration Canon Railroad



Floor Plan of Car of Emigration Canon Railroad

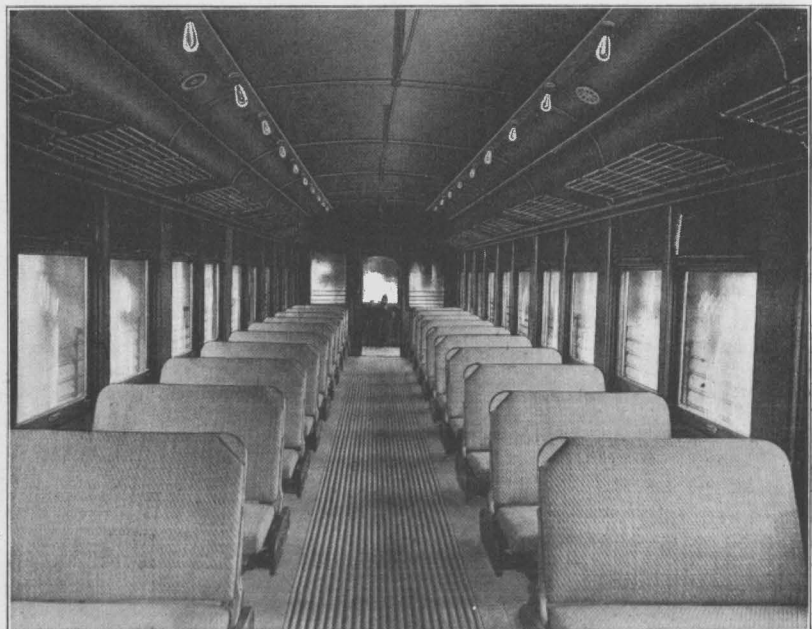
The cars are 47 ft. in length; length of body, 35 ft.; extreme width, 9 ft.; seating capacity, 48 persons. These cars have great carrying capacity owing to the extremely wide aisle of 31 $\frac{1}{4}$ ins. with 36-in. seats. The side walls are of 1-in. oak sheathed with $\frac{1}{8}$ -in. steel on the outside.

The illustration of the car exterior shows that the vestibule doors are wider than the steps. This is intended to allow a wide opening, 36 ins., for loading trunks and supplies which are carried to Pinecrest Inn. The step openings are covered with extra heavy door traps sheathed with steel, and in connection with the bench at the end of the steps, provide a strong platform for receiving heavy baggage and freight.

The cars are equipped with Westinghouse No. 93-A-2 motors and automatic air brakes. Owing to the fact that there is very little tangent on the road and steep grades, they are fitted with Symington ball center bearings and have compressed air sanders which lead sand directly under both forward wheels through pipes attached to the truck frame and flexible connection to the car body. Van Dorn three-quarter size M. C. B. couplers and Hedley anti-climbers are used.

The Emigration Canon Railroad extends about 14 miles up the canon

side which in several places is so steep that it is impossible to lay curves, and a series of switchbacks zigzagging up the mountain side are necessary. The trade mark of the road painted on each dasher is a buffalo skull bearing a message in the hand writing of Brigham Young, stating that the pioneers



Interior of Car of Emigration Canon Railroad



Just as on Pacific Electric, Bamberger Railroad diesels in electric days had to have trolley poles to operate signals because of trolley wire contactors. Here, two of the Bamberger growlers are seen equipped with the otherwise useless poles. Above, 570 and train operate over a new track on Glovers Lane, Farmington, occasioned by the widening of the paralleling highway in 1949. Below, diesel 601 had a pole for a brief period in 1952, but its later-arriving mate, 602, never received one. (Both, FF)





Salt Lake & Utah's observation trailers were kept busy, as these photos attest. In upper picture, 752 and motor 603 unload LCL freight on a southbound trip in 1946. (MC) Below, 752 appears to have a good consist of passengers aboard as a three-car train departs Salt Lake City via First West St. at 6:30 PM on a warm July evening in 1942. (FF)



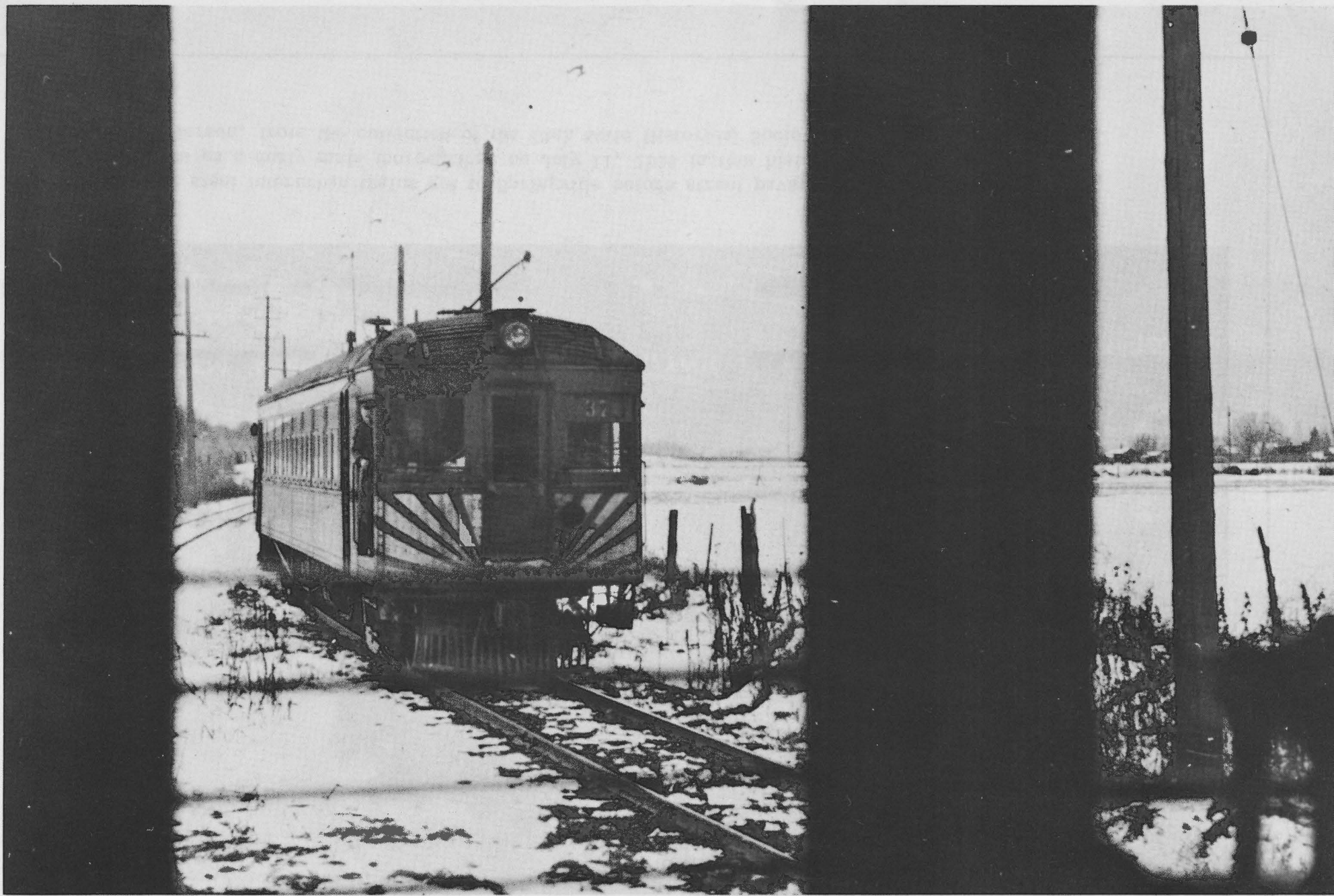


Two camera studies of Bamberger Railroad's line car 05. In upper photo, the unusually deluxe tower car is seen working in Ogden on January 30, 1949. In photo below, the car is in the hole awaiting a regular train's passing so it can resume its task of keeping the overhead wire in excellent condition. (Both, FF)





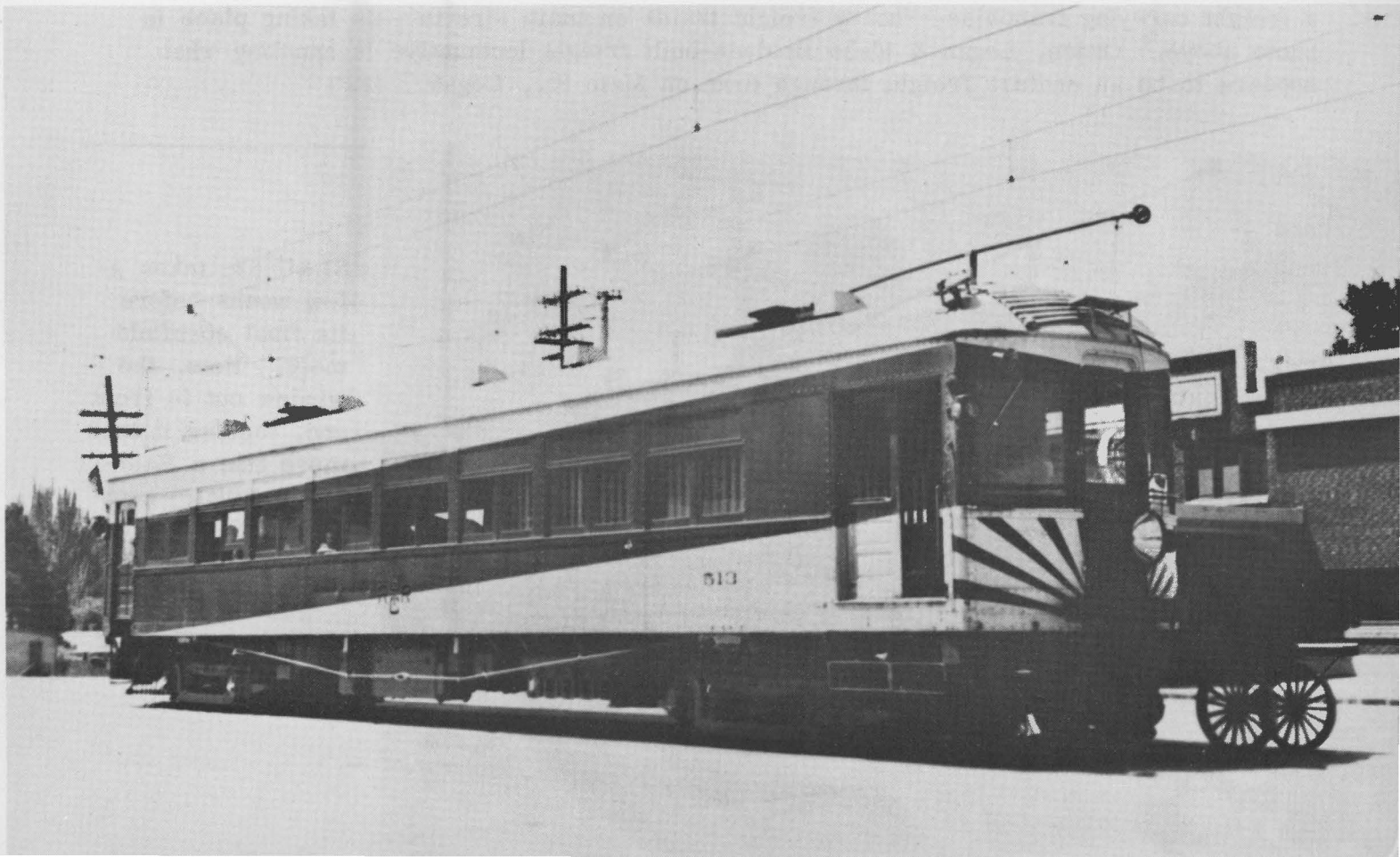
Big steel interurban trains got to Springville before street paving did. Here, 602 and train pose on a dusty main thoroughfare on July 11, 1915 in this historic photo by George Edward Andersen, from the collection of the Utah State Historical Society.



Salt Lake & Utah southbound train No. 37 passes the northbound at Del Monte, 1946. SL&U used high train numbers for years so as to avoid confusion with Bamberger's train numbers (which started with 1). SL&U also differentiated further; southbound trains carried odd numbers, while BRR used odd numbers northbound. (GC)



UIC 506 & 605, the last northbound train, is seen above at Hyde Park. Making the final southbound run was car 513 (below). Bodies of all three still survive. (GC)





Just what many citizens feared would happen when an interurban company was granted a freight carrying franchise---heavy freight trains on main streets---is taking place in photo above. Ogden, Logan & Idaho Baldwin-built freight locomotive is handling what appears to be an endless freight through town on Main St., Logan. (FF)



SL&U 52, taken a few weeks before its final cornfield meet. Note the window cut in front end, making it look more like a Baldwin product; compare with earlier photo of this same locomotive herein.

(GC)

When you have to go, this is the way to go. A rare photo of a rare car, one encountered in Salt Lake City from time to time by interurbans of BRR and SL&U. It's funeral car 300 of the Utah Light & Railway Company as it appeared back in 1914. (BS-GC)



Back in steam days, and Salt Lake & Ogden's
American steamer #15 pauses at Bountiful, the
largest town between terminal cities. This is
a July 20, 1909, photograph. (GC-BS)



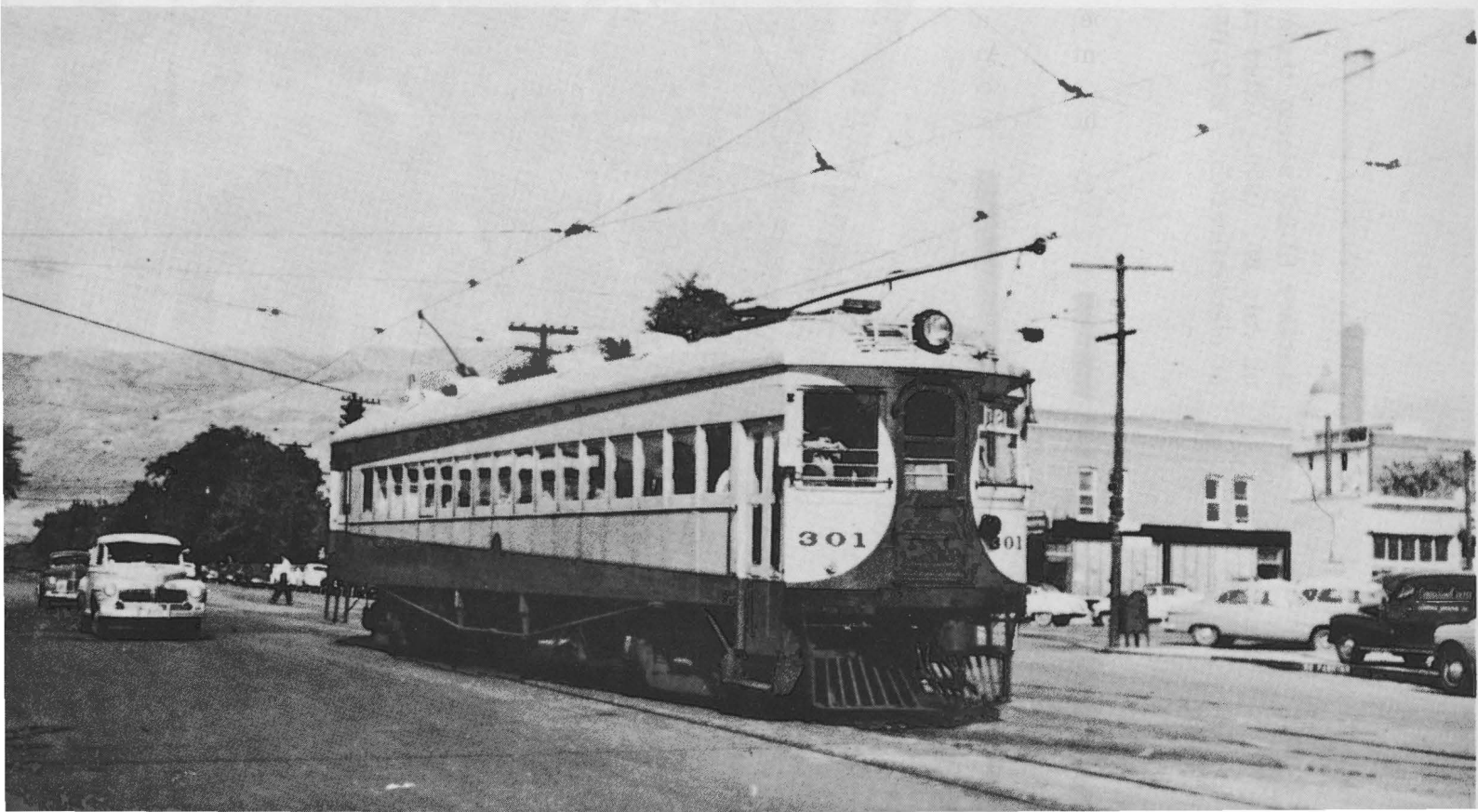
Another SL&O steam train is seen here depositing happy vacationers at Lagoon on July 20, 1909. Note rolls of copper trolley wire on cars at right---portent of electrification. (GC-BS)

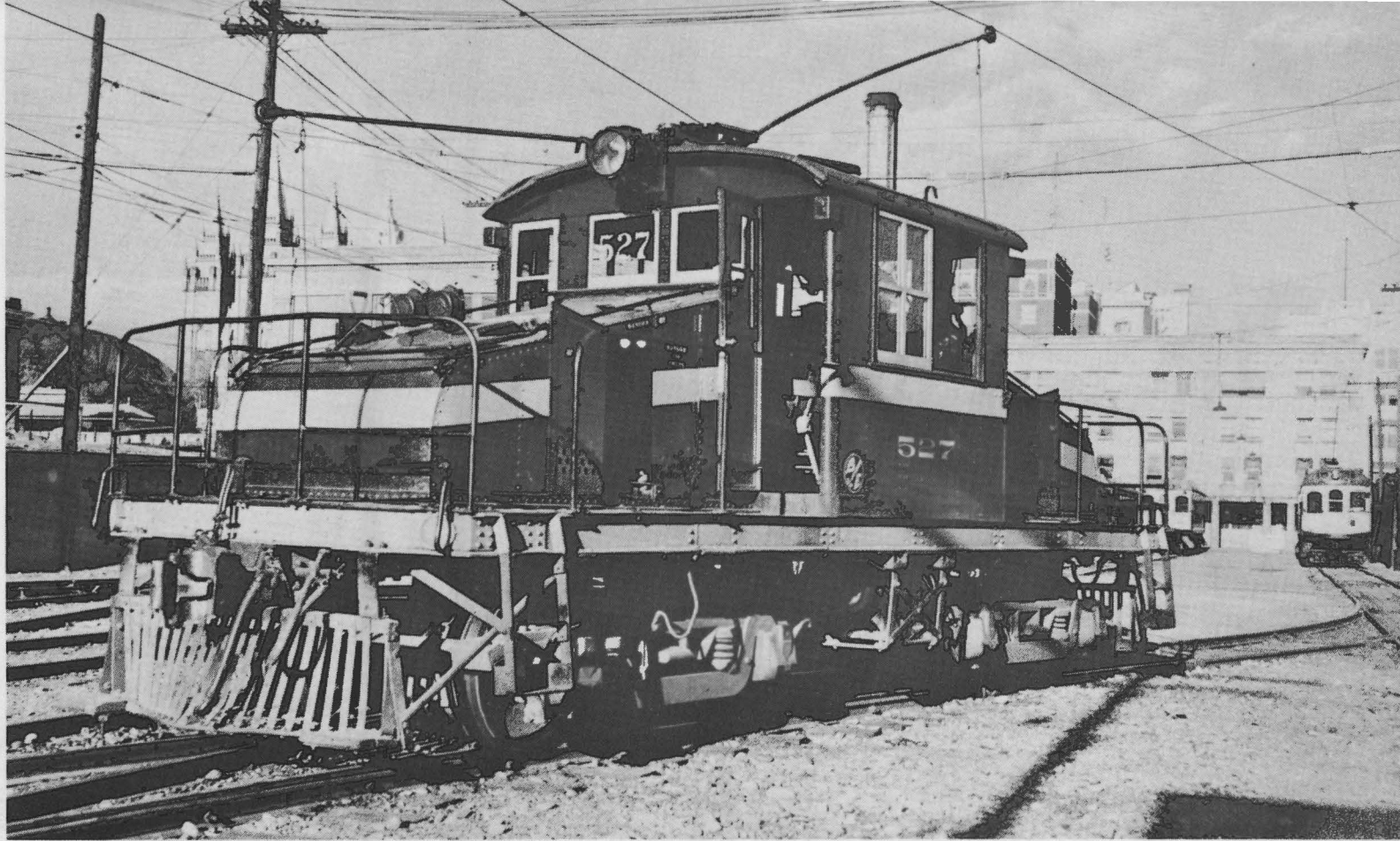




Bamberger's home-built locomotive 530 passes a passenger train at "Just-A-Mere Farm," end of double track; this spot was between Farmington and Kaysville at a switch called Sidney. (GC)

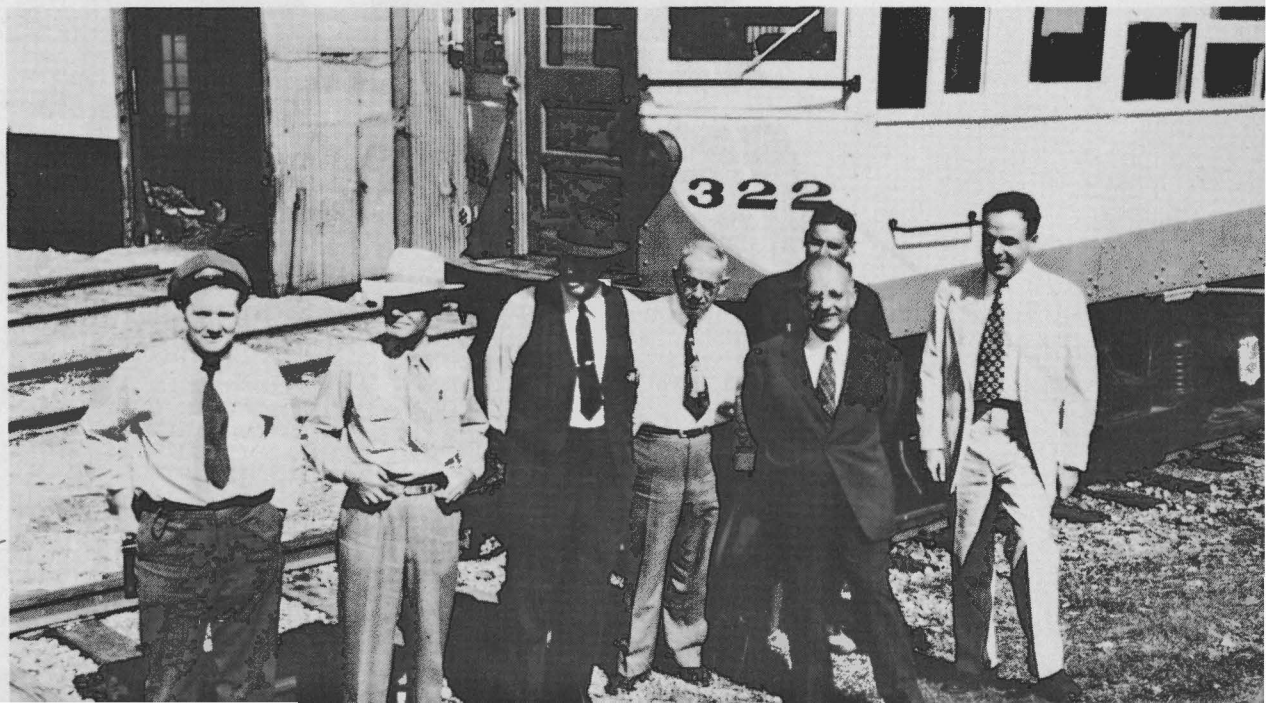
Below, Bamberger interurban 301 leaves street as it enters Salt Lake yard. (GC)



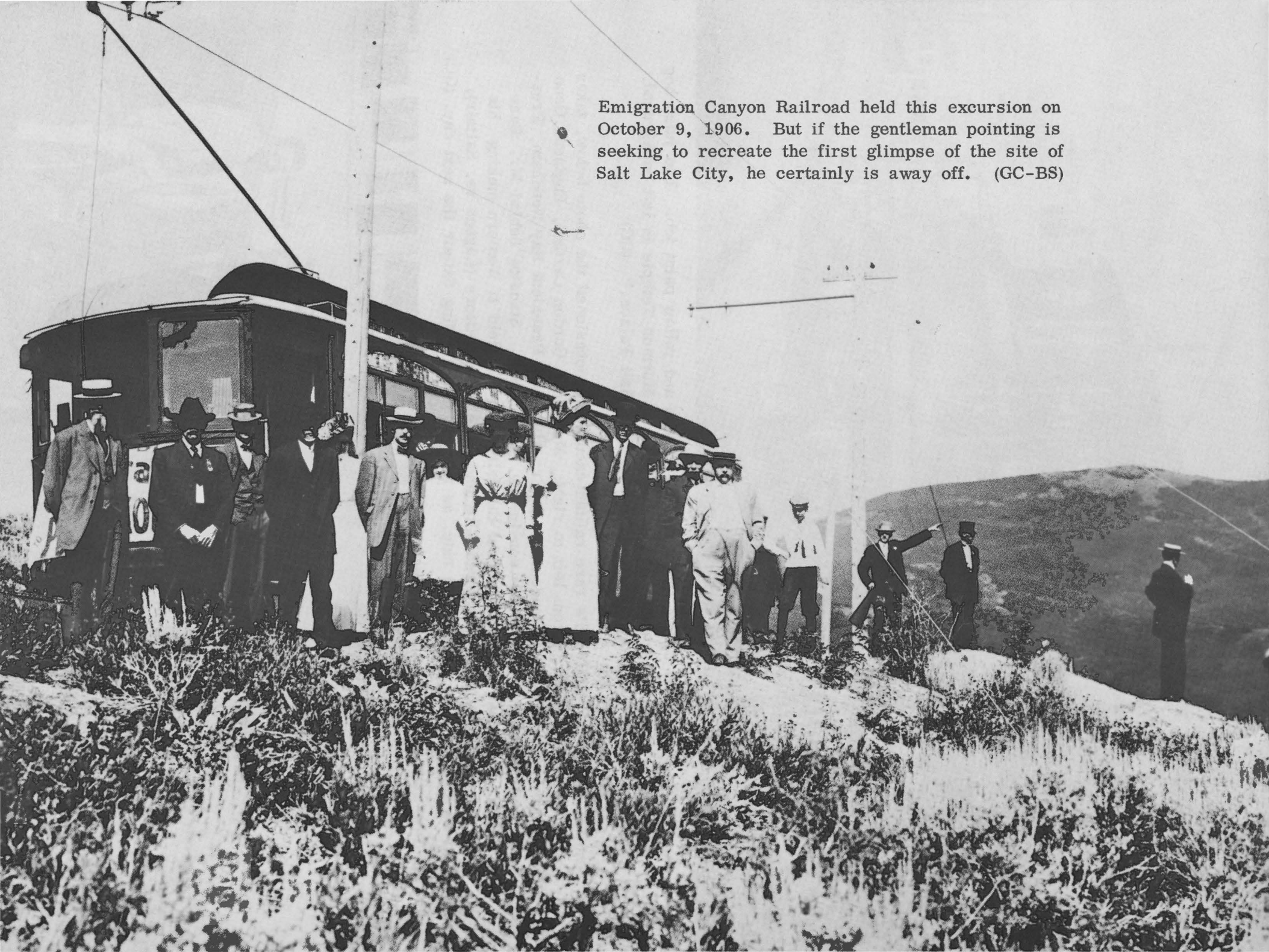


Bamberger locomotive 527 in that road's old green and yellow paint job. The juice hog is at the Salt Lake passenger yard, with towers of Mormon Temple in left background. Today this entire two block area is known as "The Salt Palace." (GC)

One of Bamberger Railroad's rare railfan excursions occasioned the photo below, taken on September 2, 1950. From left to right: Motorman Gordon Cardall, Engineer Gene Humphrey, General Superintendent V. J. Crossly, Vice President Ray Needham, President Julian Bamberger, and his son-in-law, Alan Schott. Standing behind Mr. Bamberger is President Ike Armstrong of the Salt Lake, Garfield & Western making his first trip on BRR as he considered BRR and Saltair competitors (Lagoon vs. Saltair). But he accepted the invitation to ride, as the group was riding Saltair the next day. (GC)

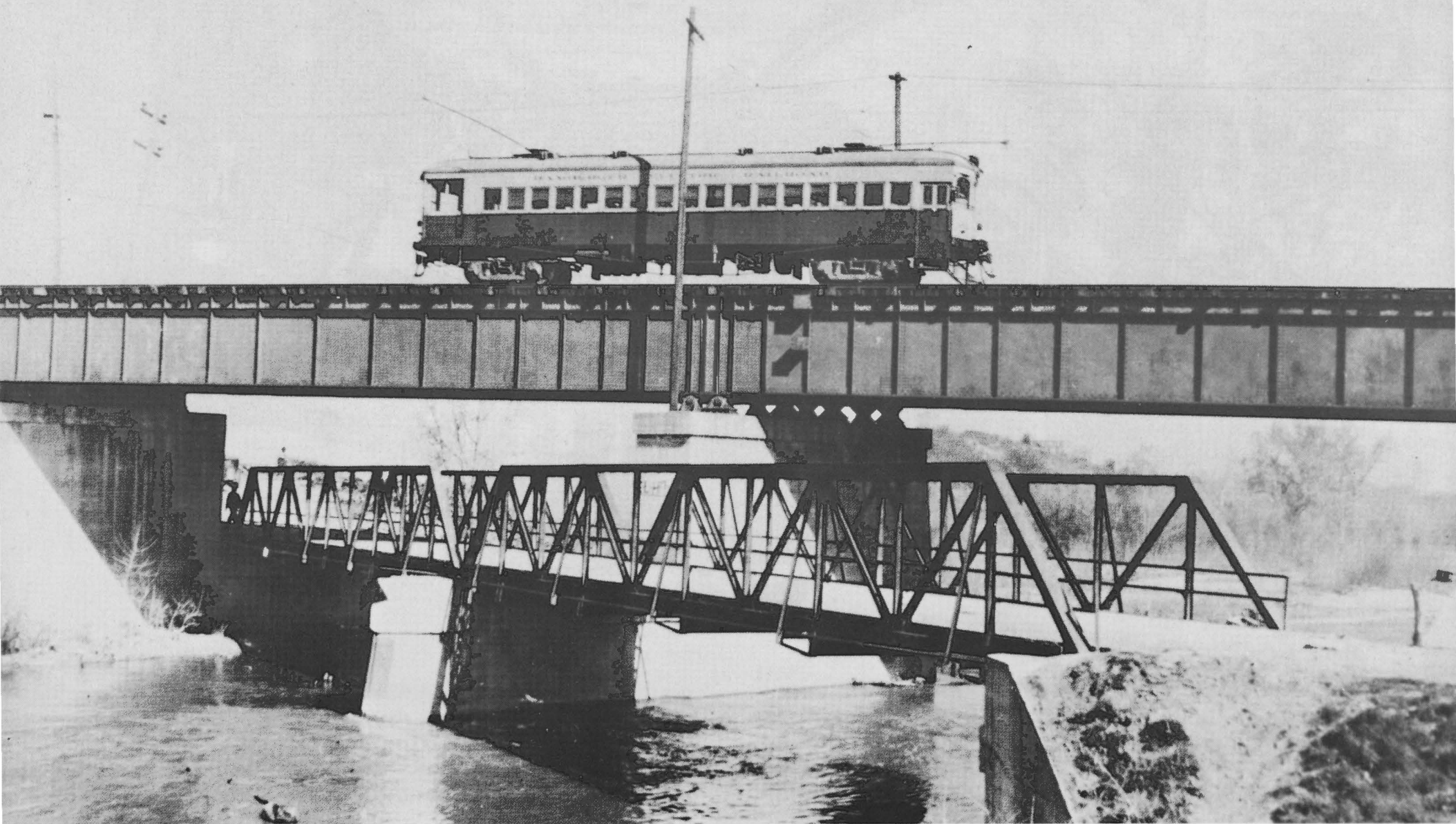


Emigration Canyon Railroad held this excursion on October 9, 1906. But if the gentleman pointing is seeking to recreate the first glimpse of the site of Salt Lake City, he certainly is away off. (GC-BS)



An Emigration Canyon car---"Red Butte," perhaps?---gives its passengers
an impressive scenic view from Lookout Point on July 24, 1909. (GC-BS)



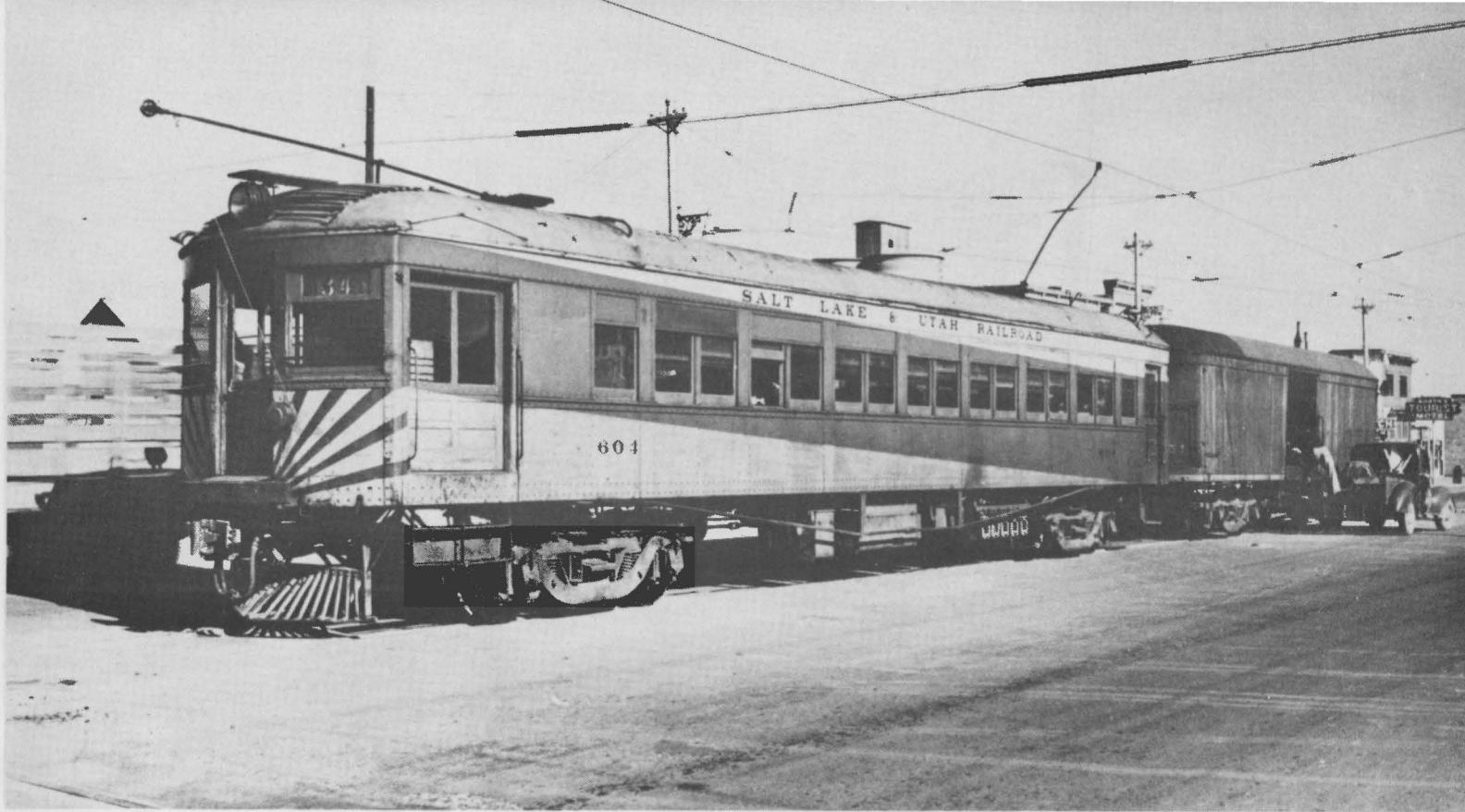


High bridges made wonderful spots for dramatic photos, as witness these two. Above, Bamberger 301 crosses the Weber River Bridge in Ogden; note company name spelled out on letterboard---only BRR car to have this, and on but one side, at that. Below, Salt Lake & Utah 607 on Jordan Narrows Bridge. (GC)

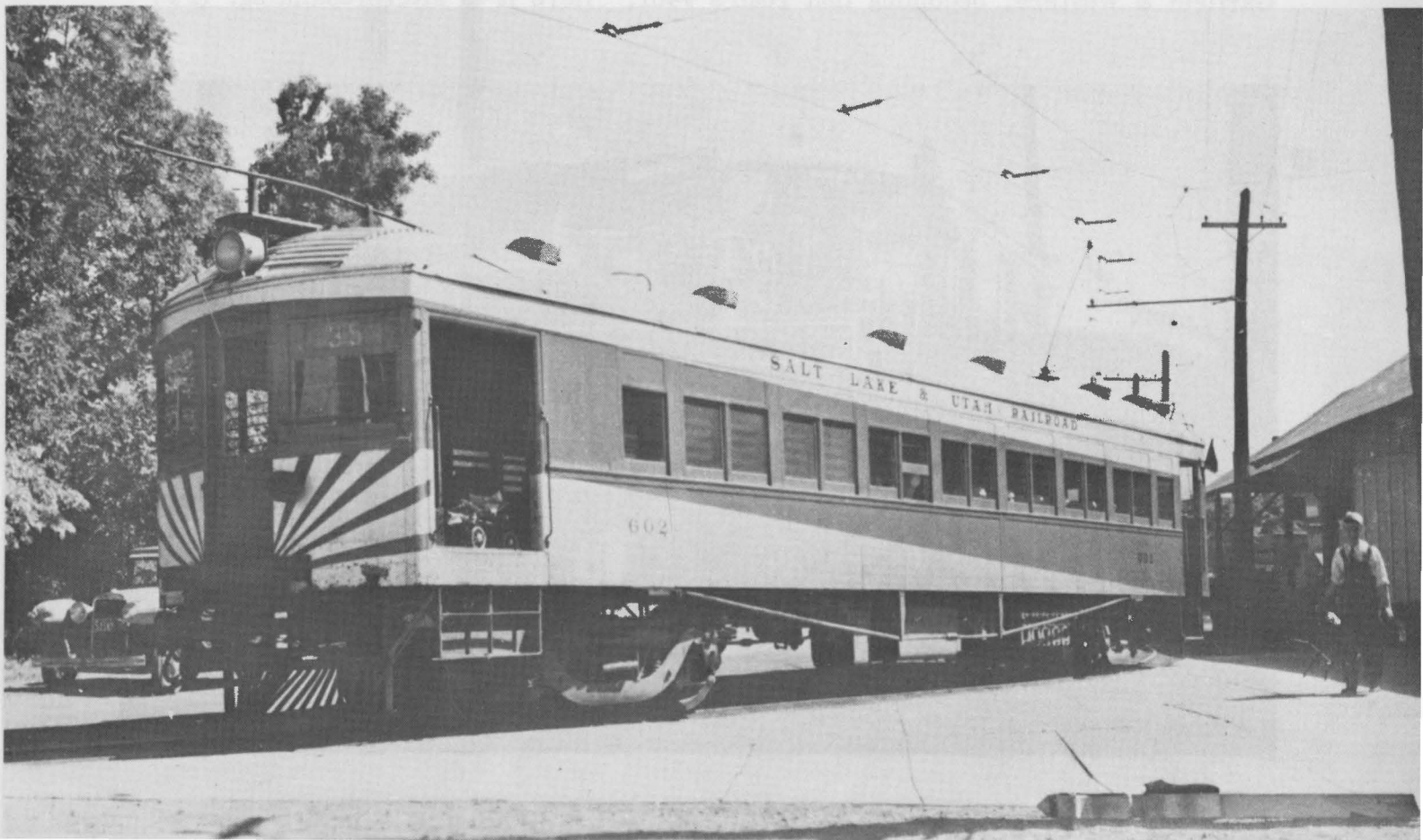




The snows of winter were deep on the land as Bamberger Bullet 126 prepared to depart Ogden Yard for a fast run to Salt Lake City in 1950. A well bundled sweeper attempts to clear some space for passengers. But why is car door open? (GC)



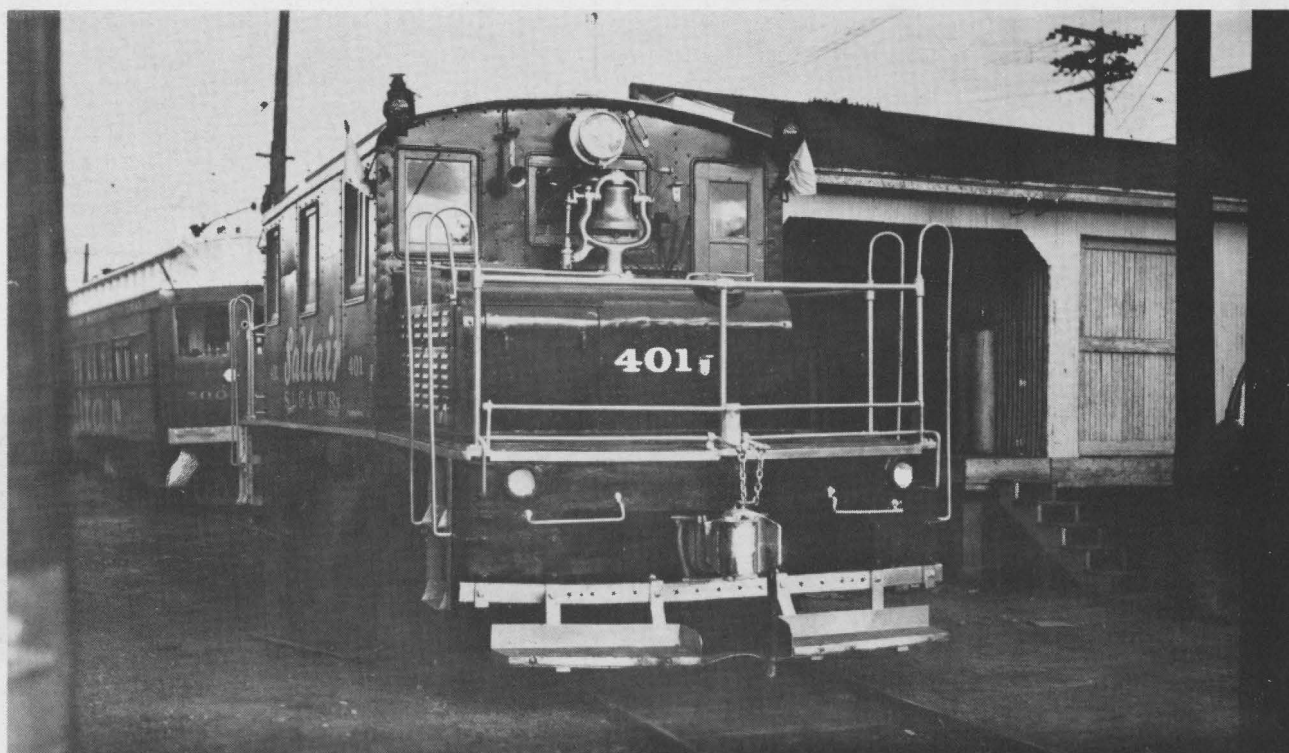
SL&U 604 and 851 at Lehi; the little express trailer was usually put in service only when motor 603 was out for repairs. Below, motor 602 is preparing to leave Payson for Salt Lake City in 1946. (Both, GC)

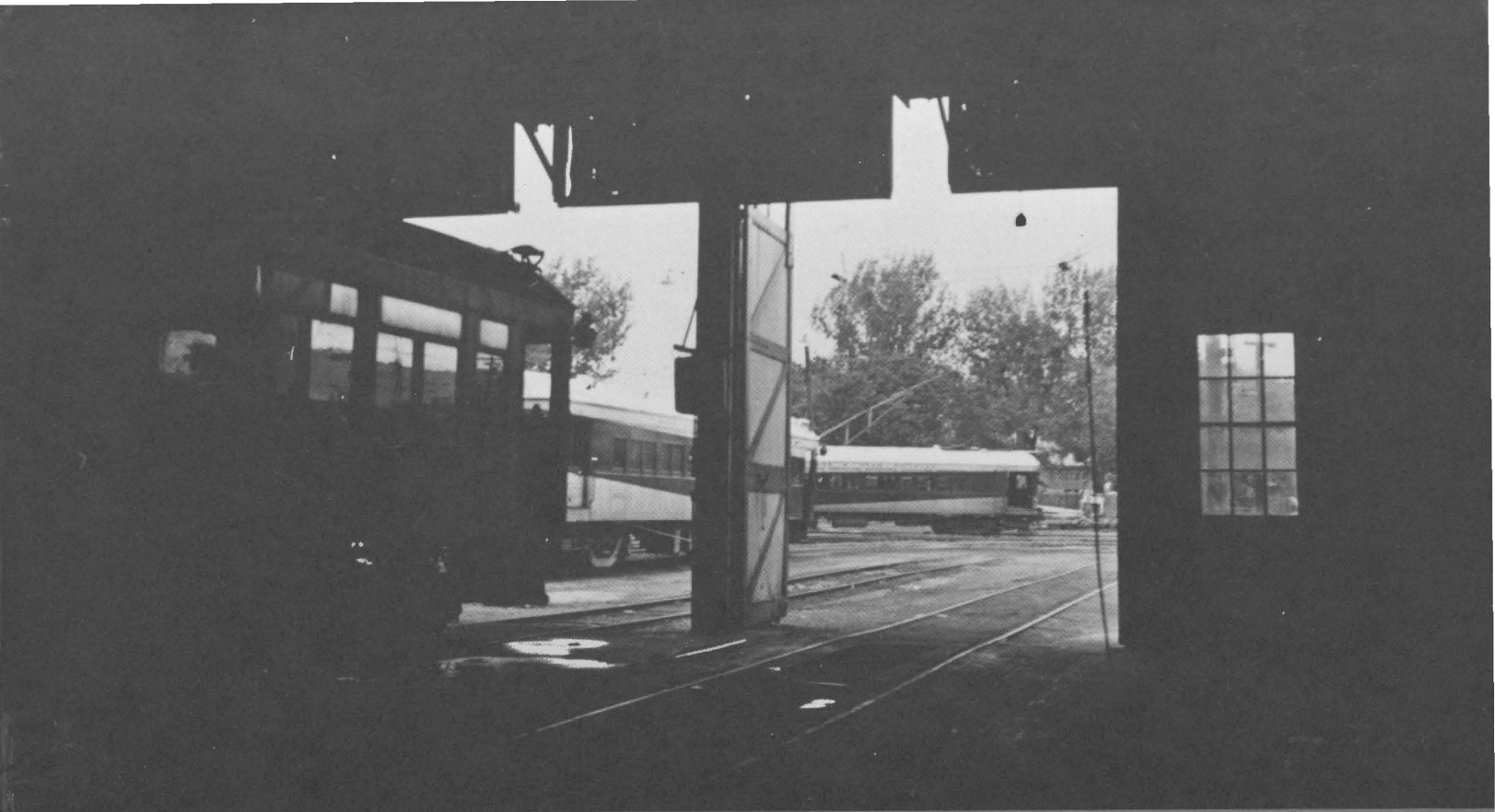




Bamberger passenger train in a 60-mph east wind. Winds such as these blow snow off the summit of the Wasatch Range, piling up deep drifts in the valley below, a mile away. Note snow drifting off bank like fog. (FF)

When Salt Lake & Utah quit, its locomotive 104 was purchased by the Salt Lake, Garfield & Western, becoming that road's #401. Here it is after repainting. (FF)





Two studies of SL&U's operating center at Payson, both taken on May 12, 1942. In upper view we are deep inside the big corrugated iron car barn, while photo below shows a general view of the yard with barn and shops at rear. (ILS)





SL&U 607 heads a three car train at Springville, Utah, circa 1916 when all the world was new. Note steam locomotive at rear of electric train---insurance? Every rivet sparkles in the sunlight of this memorable day. (JT) Lower photo, taken in 1925, is also of a special movement, but here we have a five car train---beautiful! (FF)

