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D&RGW true Mallet.

A true Mallet is an articulated locomotive with huge cylinders driving one of the engines with exhaust steam from the other. This 31-year-old 2-6-6-2 is crossing the Eureka summit with empty gondolas from the smelters near Salt Lake City. Tintic Loop is in the distant canyon.

Tintic, Utah

IN THE far West, 'way out beyond Denver and 'way, 'way beyond Indiana, there were two most important dates in history: 1848, when the lands west of the Rockies were turned over to the 30 United States by Spain; and 1869, when the Union Pacific and Central Pacific railroads met in Utah, forever obviating the torturous trips "around the Horn." The first of these dates would have been relatively unimportant had it not been for the discovery of precious metals, first in California, then in Nevada, Colorado, Arizona and Utah.

When Brigham Young led the Latter Day Saints to Utah, then called Deseret, or Land of the Working Honey Bee, he discouraged the search for precious metals among his people and so it was not until 1869, the year of the transcontinental railroad, that gold and silver were discovered in the Tintic district, 85 miles southwest of Salt Lake. Development was slow at first; it was difficult to ship the ore, and convenient smelters were as far as Reno, Nev., and even Wales, across the Atlantic. Later copper ore was added to the exports.

In 1883 the scene changed with the coming of the Salt Lake & Western from Ironton, where it interchanged with the Utah Southern. The two lines consolidated with the Utah & Nevada, the Utah & Northern, and the Echo & Park City in 1890 under Union Pacific man-

agement, as part of the Oregon Short Line. The next year the Rio Grande Western, now part of Denver & Rio Grande Western, built its winding track up the eastern slope of the mountains, bringing further prosperity to the mines and unwanted competition to the OSL.

The OSL became the main line to Los Angeles upon the completion of the San Pedro, Los Angeles & Salt Lake, putting the Tintic Range into the potential itinerary of the Pullman traveler.

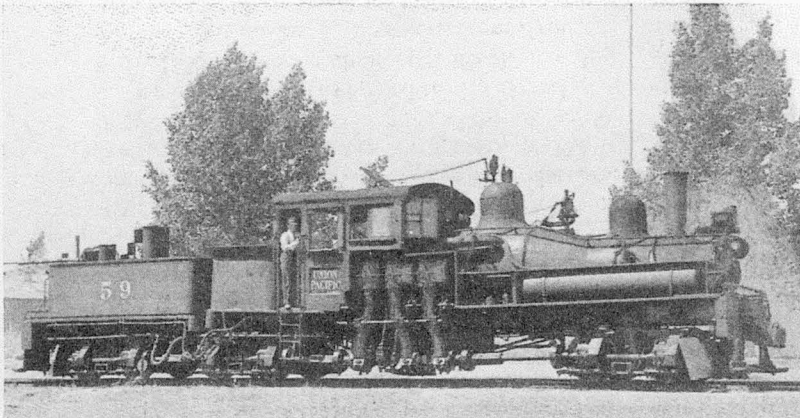
Perhaps one of the most interesting railroad features in this almost treeless country is the loop of the D&RGW east of Eureka. The railroad ascends from the ancient bed of Lake Bonneville (a flat valley called Goshen), and turns into a narrow canyon after a short hair-pin curve in a tunnel. Not far from the mouth of the dry stream bed a complete corkscrew loop is made to the right, up and over the main. Here a trestle 80 feet high spans highway, wash, old line and a new line just completed. The new line, however, will spell the death of the loop, for it replaces a section of 3 per cent track including the trestle with new, more direct 4 per cent trackage.

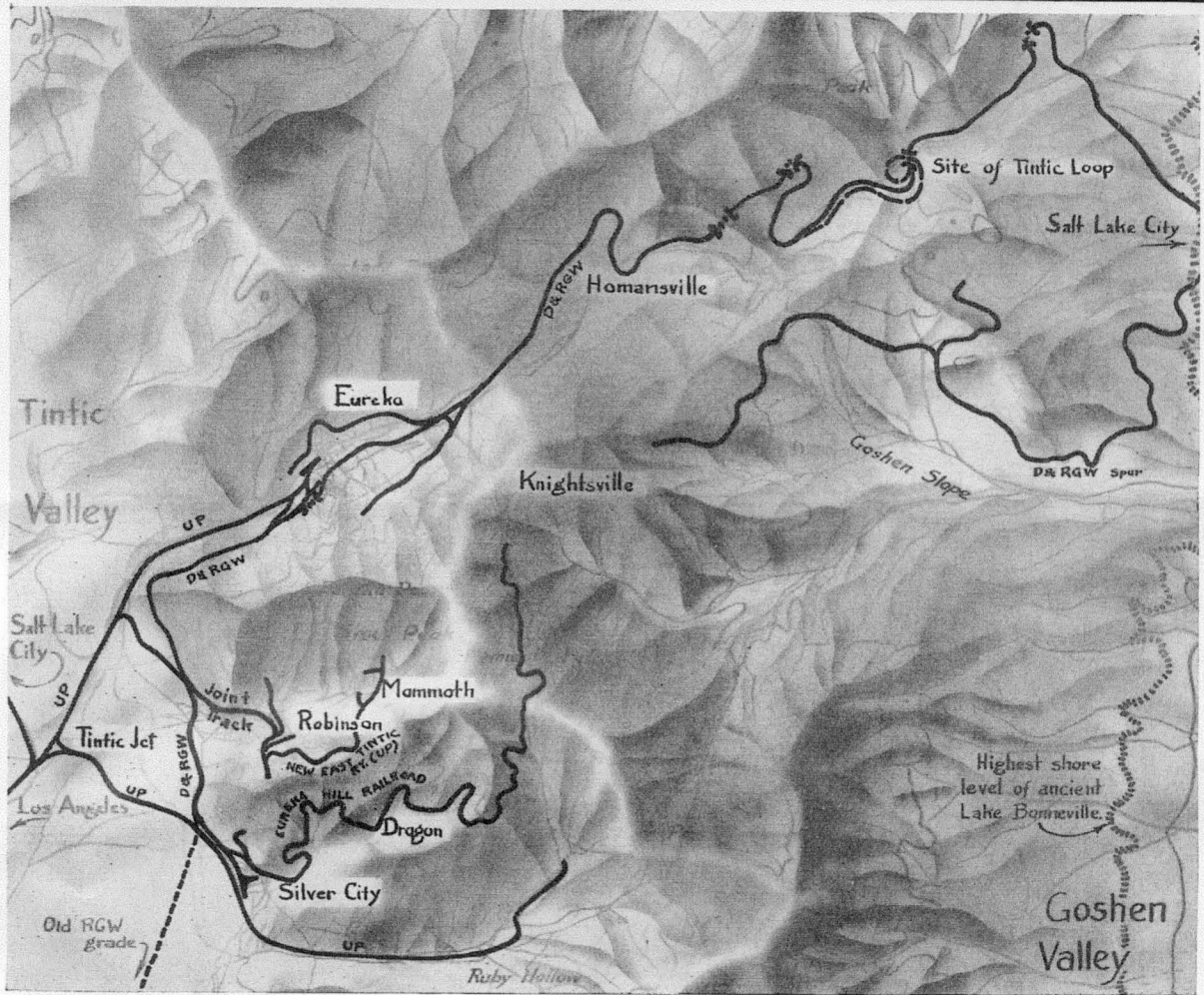
This might seem unusual, since most relocations are made with easier gradients, but the maintenance of the aging trestle was an expensive item, and the structure was able to support only the D&RGW's Class 3300 locomotives, which the company felt had done their life's work. The

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Union Pacific Shay.

The UP's grades from Tintic Junction to Eureka and Robinson run as steep as 4 per cent, and the New East Tintic line to Mammoth Mine has a stretch of 6.1 per cent, so it is not strange to find this tough Shay geared engine resting between runs at Tintic Junction.





Linn H. Westcott.

new line, although steeper, will pass almost any kind of engine used on branch line service, and will shorten the length of rail and roadbed as well. It would have cost \$120,000 to rebuild the trestle as against the \$22,000 for the new line. The engines scheduled for operation are the 3400 class Mallets, newer than the 3300's. Since the upgrade movement is toward the mines, most of the cars will be empty over the 4 per cent section.

The New East Tintic Railway, now part of the Union Pacific, is the toughest bit of track-age; curves are sharp. Shay locomotives are employed to take the empties to Mammoth Mine.

Loop near Eureka.

The Rio Grande's approach from the east ascends Pinyon Canyon on a 3 per cent grade, making a complete loop over itself via this 461 x 80-foot trestle. To the right is the new 4 per cent line avoiding the trestle, which could support only Class 3300 locomotives.

Tintic mining district.

On this map one-half inch roughly represents one mile. The Tintic Range runs north and south, dividing Tintic Valley from Goshen Valley. Provo, Utah, and the main line of the D&RGW are located 30 miles to the east. The main line of the Union Pacific to Los Angeles touches the west edge of the district. Gold, silver and copper ores are found in rich pockets and veins on the western and upper eastern slopes of the mountains, making it necessary to run tracks at steep grades to reach the shipping points. Eureka is the principal town, but the first successful mine was near Dragon. Before the rails came this region was under a handicap.

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