

longer to put it into the fighting line than it did to form it for its daily work. They not only had to lay and surface the track, but had to bring forward to the front from each base all the material and supplies for the track and for all workmen in advance of the track (Dodge 1965).

There is some dispute about costs per mile of track laid, but Samuel Reed ledgers in the Western Heritage Museum indicate prices paid to the Casements per mile for mainline track in each of the years the railroad was under construction (Rigdan 1951:253):

July 1866	\$750 per mile
May 1867	\$750-850 per mile
February 1868	\$850 per mile
April 1868	\$850 per mile
April 1869	\$1100 per mile

While grading and track laying moved rapidly along for the UP, the CP also employed its crews to move as rapidly as possible. Both railroads, using Mormon contract laborers, undertook grading along the Promontory Route from Corinne to Rozel and, in fact, resulted in surveying and constructing cuts and fills estimated to overlap and be parallel for approximately 250 miles. The law permitted each company to build 300 miles of the grade ahead of the end of track, which resulted in the overlapping grades (Figures 7.3 and 7.4, see Figure 3.1). The area in the mudflats west of Corinne and north of Bear River Bay posed few construction problems (Utley 1960:43). This was one of the stretches of the route where the CP and UP built miles of parallel grade during the period of intense competition between the two companies. In fact, because a meeting point for the two lines was never planned and there was a clear indication that the UP would be building west of Ogden before the CP could reach the town, Leland Stanford of the CP chose to buy land and place surveyors and grading crews near Ogden in 1868. As a result of this foresight, the CP was eventually able to leverage an agreement which placed its eastern terminus in Ogden (Sabin 1919:293-295).

The UP did not begin construction west of Ogden until February, 1869 (Utley 1960:46). By March 1869, construction activity by both railroads was moving at a frenzied pace. The UP tracks reached Ogden on March 8, 1869, and Bonneville by mid-March (*Salt Lake Daily Telegraph* 1869). A letter to the *Deseret Evening News* dated March 25, 1869, provided a firsthand account of this activity in the area between Corinne and Junction City (now known as Lampo Junction):

Work is being vigorously prosecuted ... both lines running near each other and occasionally crossing. Both companies have their pile drivers at work where the lines cross the [Bear] river [near Corinne]. From Corinne west thirty miles, the grading camps present the appearance of a mighty army. As far as the eye can reach are to be seen almost a continuous line of tents, wagons and men (*Deseret Evening News* 1869).