

HISTORY.

Preliminary surveys of the Gilmore & Pittsburg Railroad Company, Ltd. started in 1907 and continued through 1908. Numerous lines were run between Armstead and Salmon, Idaho, and also from Leadore, Idaho to Gilmore, Idaho.

Surveys were also made from Salmon to Lewistown, Idaho. The location surveys were made in 1908 and 1909 and construction work was commenced immediately in April 1909. The work was greatly delayed during the first several months by unusually heavy rains and very poor progress was made between April and July 1909. By the winter of 1909-1910 the work had been carried into Idaho.

Great difficulty was experienced keeping the line open for construction trains. Large crews of men were kept constantly busy during that winter shoveling snow. In the spring of 1910 further difficulty was encountered on account of high water, the track in several instances was washed out completely and had to be rebuilt.

Large quantities of rip-rap were put in at this time and ripp-rapping has been necessary every since. This is particularly true of the line between Leadore and Salmon where it follows; the course of the Lemhi river very closely.

It was also necessary to make a great many channel changes put in dykes and wing dams. Several road changes and changes of irrigation ditches were also made.

The general contractors on this work were McArthur Bros. with a few scattered pieces of work handled by other independent contractors. Parts of the line were completed by company forces, contractors having abandoned some on account of the difficulties encountered in the spring of 1910. This work done by company forces greatly increased the cost of the line.

The Gilmore branch was constructed at the same time and an extension of approximately one mile was built in 1912. This extension was built by contractor Frank Hess.

Great difficulty was also experienced in hauling supplies, equipment and material on account of the poor roads which were almost impassable at certain seasons. The line crosses the continental divide and supplies hauled in had to be hauled over roads which at some points were miles away from the track. The tunnel was built by Gibbons and Keefe sub-contractors under McArthur Bros.

The ballasting and track laying was done by Roberts Bros.

The line was completed and put in operation by September first, 1910. Since that time a great deal of work has been done by company forces taking care of the slides. Several large cuts between Grant and Brenner have caused great deal of trouble and much material has been taken out of them.

The Gilmore & Pittsburg Railroad Company is incorporated under the laws of the State of Idaho. It was incorporated constructed and operated by an independent company until November 3, 1914, when it was taken over by the Northern Pacific Railroad Company. It is still operated independently by a separate organization.