Pacific Engineering Company Gets Contract for a Harriman Extension

The Pacific Engineering Company, of Seattle and Portland, have secured the contract for laying track and constructing bridges for the Pacific Railway & Navigation Company, a Harriman extension of 43 miles, from Hilsboro to Tilamook, Oregon. The contract for this extension, which was recently let to J. W. Sweeney, of Portland, for $1,600,000, called forth bids from the following firms: Wren & Greenough, Portland; McCabe Construction Co., Portland; G. O. Foss & Co., Vancouver; Pacific Engineering Co., of Portland and Seattle; Caughren & Woldson, Spokane, and J. W. Sweeney, of Portland. Sweeney was awarded the contract, and sub let to the Pacific Engineering, for half a million dollars, the track laying and bridge work. The latter company has already started work with pile drivers, one at each end of the proposed line.

This line, which runs through a rough, well-timbered section of country, will give Harriman an outlet to the coast, a branch line being at the present time in operation between Portland and Hilsboro. As the country to be traversed by the new line is very rough the contractors will be compelled to transport their equipment and supplies over wagon roads. There are to be 19 tunnels, the longest of which is to be 300 feet. About 30 per cent. of the line is to be bridges of all classes, including pile trestles, high trestles and truss work. Once under way the Pacific Engineering Company will have between 500 and 600 men at work. The contract calls for the completion of the road by June, 1910. Guy Boschke is to be engineer in charge for the Pacific Engineering Company.

This extension will provide an outlet to the coatst for the wonderfully rich stretch of country between Portland and Medford, and as there is the making of a fine harbor at Tilamook the importance of this line is apparent.

C., M. & ST. P. IN FIELD FOR MACHINERY.

The Chicago, Milwaukee & St. Paul is in the market for the following tools: One double punch and shear, with 36-inch throat, to punch 1¾-inch hole in 1⅛,inch iron, with a capacity for shearing 2¼-inch round iron, motor driven; one 84-inch x 16 feet planer, with two heads, and power cross feeds, motor driven; one 36 inch instantaneous change gear lathe; one 4 jawed; 24 inch diameter, chuck for above lathe; one 72 inch vertical boring and turning mill, with two heads on cross rail, belt driven; one flue welder, one boiler flue furnace, one 1,600 lb. single frame hammer, one 2½ inch heating and forging machine, with capacity for stock up to 2½ inch; one single bolt and bar shear to cut 1¾ inch round and 10 inch flat iron; one No. 9 steel pressure blower, motor driven; one 100 pound rubber cushioned hammer, belt driven; one single punch, with 42 inch throat, capacity 1 inch hole in ¾ inch plate; two wet emery wheel grinders; one locomotive cylinder boring bar to bore 14 inch to 42 inch diameter by 32 inch stroke; one 52 inch heavy car wheel boring machine, five jaws; one 18 inch clotting machine,one ½ inch, six spindle nut tapping machine, one No. 4 independent feed four spindle drill, one universal milling machine for tool room, one 6 foot full universal radial drill press, one heavy double axle lathe, one 42 inch steel tired car wheel lathe for turning or trueing two car wheels, 42 inch or smaller, without removing from axle; one power plate bending roll for bending ½ inch boiler plate; one 6 spindle mud ring and flue sheet drill, having an in and out motion of 24 inch and 12 feet 4 inches between housings; one 30 inch turret head boring and turning mill; one 3x36 inch flat turrent lathe, for working material ⅜ inch to 2 inch, one 1½ inch double staybolt cutter.

C. M. & ST. PAUL RY. LOCOMOTIVES.

Among the large locomotives now being built is one just completed by the Chicago, Milwaukee & St. Paul Ry. for use on its Pacific Coast extension. A few of the principal dimensions are as follows: Total weight of engine, 260,500 lds.; weight on drivers, 201,000 lbs. Outside diam. of shell, 75¾ in.; total heating surface, 3,614 sq. gt. cylinders, 24 x 30 ins.; capacity of tank, 8,000 gals. of water.

100 NEW LOCOMTTIVES FOR U. P.

DUNKIRK, N. Y., May 23.—It is reported that the Union Pacific railroad has placed an order for 100 engines with the American Locomotive Company, and that they will be built at the Schenectady and Brooke plants.

LOGGING RAILROAD NOTES.

The Phoenix Lumber Co., of Spokane, operating a short line of road out from Springdale, Wash., will extend the road this summer.

Creech Bros. Lumber Co., Raymond, Wash., is completing a line of logging road.

At Stillwater, B. C., Brooks-Scanlon-O'Brien Co., Lt., with offices at Vancouver, B. C., are putting in six miles of standard gauge road. Eight logging engines and a number of flats will be used.

On the line of the Puget Sound Railway, near Taylor, the Weyerhaeuser Logging Co. are putting in five miles of line. J. L. Bridge, Jr., with offices in the White building, Seattle, has charge of the work.

For the purpose of building a road from Lake Tahoe to Sacramento, a distance of 126 miles, the Sacramento & Sierra Railroad has been organized at Sacramento with a capital stock of one million dollars.

J. W. Sweeney has been awarded the contract amounting to about $1,400,000 for the completion of the Pacific Railway & Navigation Co. line. This is a distance of forty-three miles.

The Oregon City & Mollalla Railroad is under contemplation between Oregon City and Silverton, Ore. Stock subscriptions have been received from farmers along the road and Tregon business men are asked to subscribe. F. M. Swift has charge of the proposition.

The Gig Harbor Timber Company are putting in a logging road at Gig Harbor, Washington. It is reported that this road will be about four miles in length, but extended as business warrants. A logging locomotive is now at work.

ALASKA STEAMSHIP CO. OFFICES IN PIER 2.

The general offices of the Alaska Steamship Company have been moved from Pier 1 to Pier 2, from which dock the vessels engaged in the southeastern and southwestern Alaska routes will sail. Better and more commodious quarters have been provided at Pier 2, and as soon as things are put in shape the company will have one of the most convenient group of offices in the city.