

Great Highway Contract Is Let

CARSON CITY, Nev.—Landing the biggest single unit highway construction job in the history of the Nevada Department of Highways, totaling approximately a half million dollars, the Utah Construction Company of Ogden, was successful Wednesday afternoon on its low bid of \$476,245, when bids were opened by the highway board of directors on the realignment and construction of the Victory highway, State Route Number One, in Elko county between Vivian and Elko, a distance of 16.98 miles. Six contractors submitted bids on this Federal Aid Highway Project, and the figures showed a variation from \$16,000 plus to almost \$90,000 over the engineer's estimate which was \$459,383.85.

This project calls for the straightening of the heavy traveled Victory Highway through the mountains west of Elko, popularly known as Carlin Canyon, through which at the present time the road has many sharp simple curves. The Spiral curve, which materially reduces the centrifugal forces exerted upon a rapidly moving vehicle and makes for greater safety, will be used for the first time, on this job, on a Nevada highway.

Work is scheduled to begin on this important transcontinental segment within twenty days after formal signing of the contract and is expected to be completed by late autumn. Detours, under control, will be made as short as possible and will be oiled wherever possible, and made safe and convenient.

Contractors bid on 50 items entering into the work. Some of the larger quantities include 404,400 cubic yards roadway excavation; 584,480 yard station overhaul; 136,000 tons crushed gravel or stone sub-base; 44,200 tons plantmix crushed or stone base; 29,540 tons plantmix asphaltic surface; 11,600 tons crushed gravel or stone surface; 2,483 tons of asphaltic material of several types; 37,120 pounds reinforcing steel; 153,000 linear feet construct fence, and 7,924 thousand gallons of water.

Contractors who submitted bids follow: Utah Construction Company, Ogden, \$476,245; Morrison Knudson Company, Inc., Boise, Idaho, \$497,040.18; Isbell Construction Company, Reno, \$507,683.85; Dodge Construction Company, Inc., Fallon, \$519,821.19; Hoops Construction Company, Twin Falls, Idaho, \$527,661.90; and George Pollock Company, Sacramento, \$549,753.45.

Julian A. Glock, as resident engineer, and C. B. Brockway, as associate resident engineer, have been assigned by the highway department for this project.

On a Works Progress Highway Project in Esmeralda county, also up for bidding at yesterday afternoon's session of the highway board of directors, 10.68 miles of construction work on Route 47, between 10 miles south of Blair Junction and Silver Peak, the job went to Nevada Rock and Sand Company of Reno, who secured the award on a figure of \$81,833.32, while the engineer's estimated \$77,595.92. Other bidders on this job were George Pollock Company, Sacramento, \$83,751.92; Isbell Construction Company, Reno, \$83,807.02; Utah Construction Company, Ogden, \$85,155.52; and George French, Jr., Stockton, California, \$85,569.18.

R. E. Eldridge, resident engineer

for the highway department, has been assigned to this project.

Some of the larger items entering into the construction work include: 50,300 cubic yards roadway excavation; 78,146 yards station overhaul; 36,300 tons crushed gravel or stone surface; 7,300 pounds reinforcing steel.

This project is scheduled to start within twenty days after formal signing of the contract and is expected to be completed within 150 working days.

OUR NATIONAL SHRINES

Throngs of visitors at the monument to the Father of His Country, not only on Washington's birthday but throughout the year, prove that sentiment still reigns in the American heart. Since this great obelisk was first opened to the public in 1888, nearly 12,000,000 patriots have climbed to its top, and millions more have viewed it from the ground.

The controversy raging in Washington over the nature of a pro-

posed memorial to Thomas Jefferson has its smaller counterpart in almost every city and town that seeks to honor distinguished residents. Realists write to the papers protesting against spending the people's money for "useless" memorials; but the Washington monument and the Lincoln memorial close by serenely deny the contention that museums and stadiums and colleges and other "utilitarian" monuments are the most appropriate reminders of our great men.

What this engine means to you!



YOU'D never dream that fast freight service meant greater saving or newer styles, would you? That it really affected your home or pocketbook? Or that Union Pacific's gigantic "Challenger" freight locomotives saved *you* money?

Yes, that's what fast freight service means to you, and this is why it happened:

We wanted to offer the American shipper faster, more precise freight service, the kind you expect from crack passenger flyers.

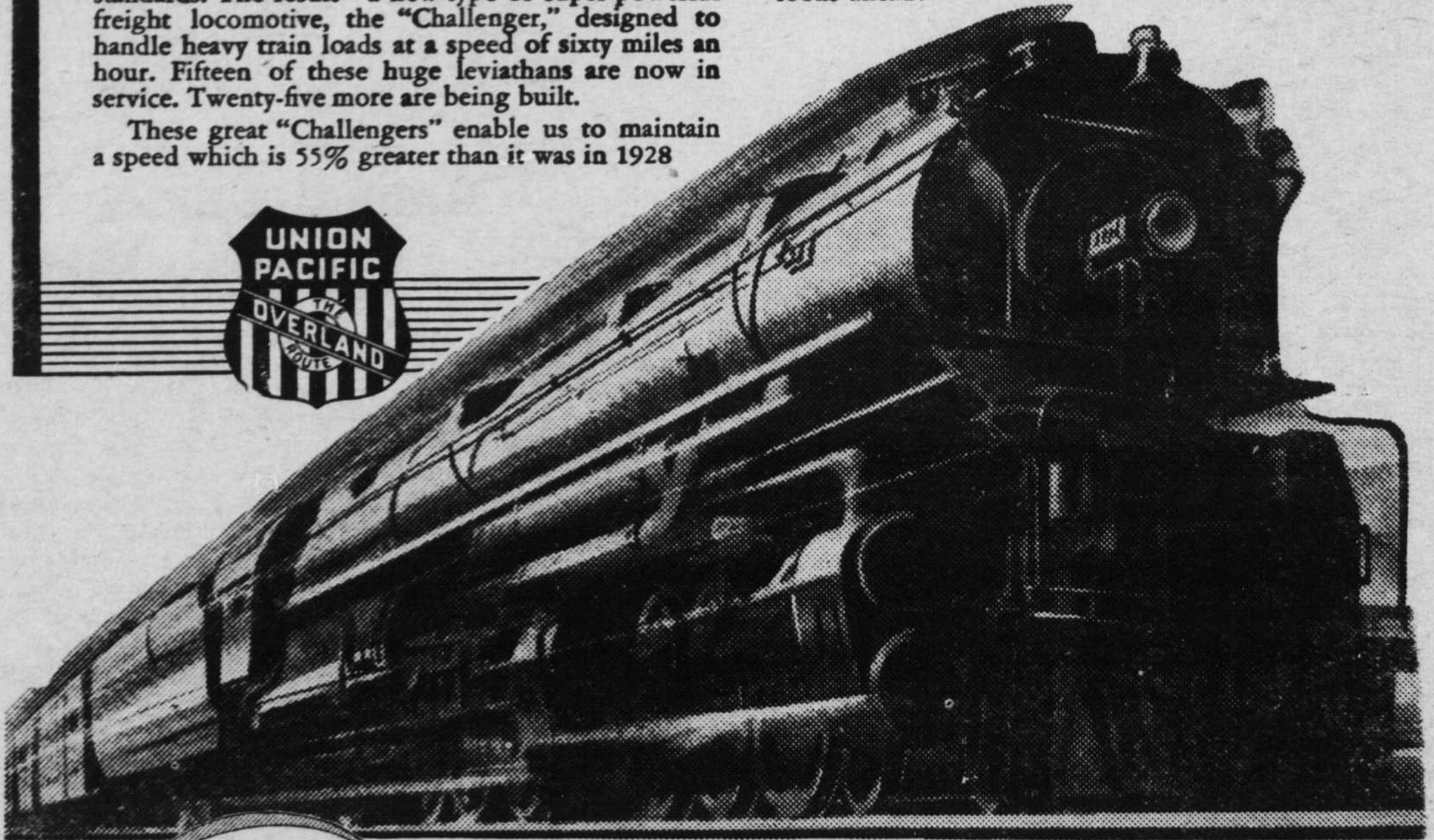
We started out by buying fifty high-speed modern locomotives for main line service in 1928. Then we spent long months of experiment to set even higher standards. The result—a new type of super-powerful freight locomotive, the "Challenger," designed to handle heavy train loads at a speed of sixty miles an hour. Fifteen of these huge leviathans are now in service. Twenty-five more are being built.

These great "Challengers" enable us to maintain a speed which is 55% greater than it was in 1928

and reduced the time between Council Bluffs and Ogden—the great transcontinental speedway—to less than *half* of the former running time.

But more than that (and this is where *you* come in), fast schedules mean reduced inventories, lower stocks and replacements for stores and shops... enable shopkeepers to pass along this saving to you, in lower prices, because quick turnovers cut down costs and losses.

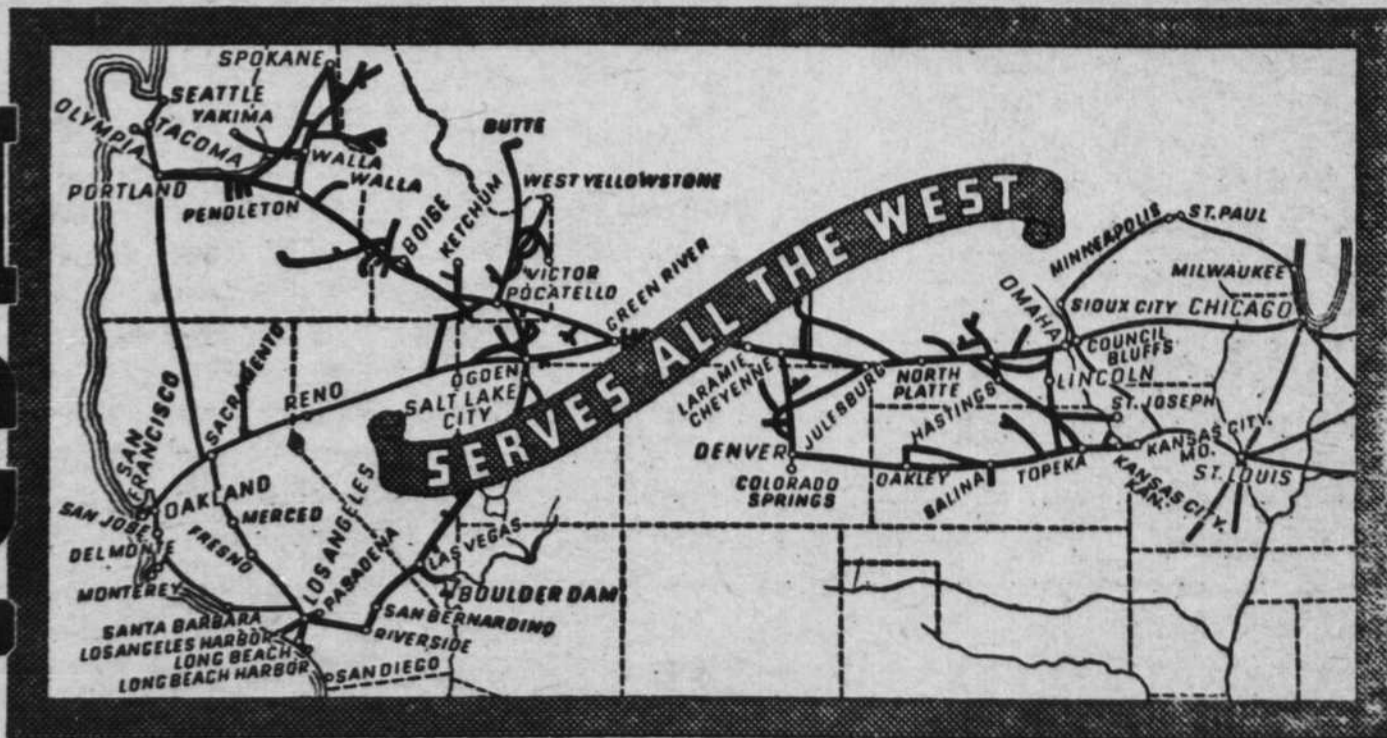
So today, when you do your shopping, buy a new suit or a gown straight from a New York fashion designer, or even a tin of beans... your pocketbook will tell you the happy results of Union Pacific's policy of constantly planning for the future. Union Pacific always looks ahead!



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