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On the Silk Train.

The clipping of a few minutes from the record of a transatlantic trip is usually hailed as an event of world-wide importance, and little note is taken whether the new record is sustained by similar records in succeeding trips. On the other hand, when a new record

kind in many years occurred last October when the "Silk Train," starting over the Great Northern Railway at Seattle, Wash., ran to St. Paul, Minn., a distance of 1,814 miles, in 45 hours and 16 minutes and continuing the journey by the Burlington & Quincy Railway, with an increasing speed, making the

hours and 50 minutes. The best previous record was 97 hours and 40 minutes so that the actual gain made was 16 hours and 10 minutes.

The average running of 40 miles an hour, including every kind of stoppage and delay, may not seem remarkable, in view of the higher speeds made on



THE SILK TRAIN, GREAT NORTHERN RAILWAY.

involving a gain of almost an entire day in a transcontinental trip is made, and sustained day after day, it is somehow looked upon as a matter of course, and the world little notes the new and important triumph in land transportation.

The most remarkable advance of this

distance of 431 miles in 9 hours and 44 minutes, and continuing by the Lake Shore & Michigan Southern Railway completed the journey to New York, making the entire distance from the Pacific to the Atlantic, or, more properly speaking, from Seattle to New York, a distance of 3,224 miles, in 81

short, level runs, but to those familiar with the mountain ranges of Washington, Idaho and Montana, where several altitudes of nearly two miles have to be attained, some idea of the gigantic task may be readily imagined. The principal delays, however, did not occur in the widely circuitous windings

among the mountains, but in the cities, particularly in St. Paul and Chicago, which together occasioned delays of nearly 3 hours.

It is also worthy of note that the equipment is unsurpassed in the elegance of the accommodation for passenger transportation, and not to be behind other American institutions in high-sounding titles the special train is now known as "The Million Dollar Silk Train," and is earning golden opinions from the traveling public. The locomotive in the illustration, as will be noted, is a Baldwin Pacific, equipped with the Walschaerts valve gear. These powerful locomotives are admirably suited for the heavy climbing work encountered in the Rockies, while in point of speed some of the level flats of Mon-



GOULD MOUNTAIN, AS SEEN FROM GRINNELL MOUNTAIN.

tana and North Dakota are traversed at a velocity that equals anything accomplished anywhere in the world.

Apart from the rapidity and comfort with which the journey from coast to coast may now be made on the Silk Train, the scenic wonders, especially in the West, are of a kind that never fail to strike even the most indifferent beholder with amazement. From Mount Rainier National Park, in Washington, to the Glacier National Park, in Montana, there is a world of picturesque grandeur and bewildering beauty that can be seen nowhere except in America. While the gorgeous coloring of the fall season adds to the richness of the scene, it is at all times a wonderland, and it is a matter of surprise to many that thousands of Americans flock yearly to the comparatively



LOOKING SOUTH FROM SUMMIT OF CASTLE MOUNTAIN.

tame and domestic scenes of European countries, and never think of seeing the grander wonders of our own magnificent mountain lands that lie within easy reach. It is gratifying, however, to learn that the marked improvement in railroad equipment, and the rapidity with which the intervening distances may be transversed is gradually awakening a wider and keener interest, and doubtless in the near future the tide of travel in search of the world's wonders will set Westward.

Of still greater importance, as we



LOOKING NORTH FROM SUMMIT OF FUSILLADE MOUNTAIN.

have frequently stated, is the rapid springing into existence of an endless chain of towns that are expanding into cities along the great arteries of traffic, and in this work the Great Northern Railway has opened up to civilization territories of incalculable wealth and enormous magnitude. With an actual roadway approaching 7,500 miles in length, and over 1,200 locomotives in operation, it already takes rank as one of the leading railways of the world, and with unlimited possibilities the future of this great railway cannot be other than one of rapidly increasing usefulness in the progress and development of the new and magnificent country through which it passes.

We cannot close this brief article without again alluding to the scenic



NORTH FORK OF BRIDGE CREEK, LAKE CHELAN, REGINA, WASH.

marvels of the Northwest. It is very much to the credit of the government that vast tracts of the most picturesque parts of the country have been preserved under conditions that guarantee a perpetuity of the grandeur and variety of scenes so majestic in outline, and clothed in such a profusion of the richest of coloring. In summer the wonderful panorama, from the spectral whiteness of the dim dawn to the red glory of sunset, is a moving kaleidoscope of nature in her brightest beauty and serenest solitude. We reproduce some sectional glimpses of photographs copyrighted by the Kiser Company of Portland, Ore., and kindly furnished by Mr. H. A. Noble, the gentlemanly general passenger agent of the Great Northern Railway.