

ALL ABOARD!

Your Complimentary Onboard Magazine



Since 1898

SAFETY FIRST

While no rules constrained the gold rushers, we do ask that you observe a few simple safety precautions:

- **Follow Crew Instructions at all times.**
- We recommend that you remain seated while the train is in motion.
- Ride on platforms at your own risk.
- Mind your fingers near closing doorways.
- Passengers are prohibited from riding on the aprons between the cars and from crossing aprons while the train is in motion.
- Children must be accompanied by an adult on platforms.
- Allow only a uniformed crew member to stoke the stove.
- The consumption of alcohol is not allowed onboard.
- Each car is equipped with emergency windows.
- Exit doors and egress tools are located at either end of the car. These tools are to be used only in an emergency and are otherwise not to be touched.
- Please remain seated while the train is within city limits.
- And, like our stove, please refrain from smoking!

SICHERHEIT ZUERST

Obwohl die Goldsucher von keinen Vorschriften eingeengt waren, bitten wir Sie, einige einfache Sicherheitsmassnahmen zu befolgen:

- Folgen Sie jederzeit den Anweisungen des Personals.
- Wir empfehlen, dass Sie während der Fahrt sitzen bleiben.
- Das Fahren auf Plattformen erfolgt auf eigene Gefahr.
- Es ist Passagieren untersagt, auf den Rampen zwischen den Abteilen zu fahren oder die Rampen während der Fahrt zu überqueren.
- Kinder müssen auf den Plattformen von einem Erwachsenen begleitet werden.
- Nur uniformierte Angestellte dürfen den Heizkessel schüren.
- Der Konsum von Alkohol an Bord ist untersagt.
- Jeder Wagen ist mit einem Notausstieg-Fenster ausgerüstet.
- Ausgangstüren und Notfallwerkzeuge sind an beiden Enden der Wagnen vorhanden. Die Notfallwerkzeuge dürfen nur im Notfall eingesetzt und für nichts anderes verwendet werden.
- Bitte bleiben Sie innerhalb der Stadtgrenzen auf Ihrem Platz sitzen.
- Und, wie unser Heizkessel, bitte nicht rauchen!

LA SÉCURITÉ AVANT TOUT

Bien que les chercheurs d'or n'étaient contraints de suivre aucune règle, nous vous demandons de prendre en compte quelques précautions de sécurité de base:

- Suivez les instructions de l'équipage en tous temps.
- Nous recommandons que vous restiez assis lorsque le train est en marche.
- Faites le voyage sur le marchepied à vos risques et périls.
- Les voyageurs ne sont pas autorisés à installer sur les tabliers entre les voitures du train et à les traverser lorsque le train est en marche.
- Les enfants doivent être accompagnés d'un adulte sur les marchepieds.
- Seul un membre du personnel en uniforme est autorisé à alimenter le foyer.
- La consommation d'alcool est interdite à bord.
- Chaque voiture est équipée de fenêtres de secours.
- Les portes de sortie et les outils d'évacuation sont situés aux deux bouts de la voiture. Ces outils ne doivent être utilisés qu'en cas d'urgence et autrement ne doivent pas être touchés.
- Veuillez rester assis tant que le train n'a pas quitté les limites de la ville.
- Enfin, tout comme notre foyer, retenez-vous de fumer!

安全第一

虽然当时并没有规则管制采金者，但是为了确保乘客安全，敬请遵守以下的安全措施：

- 任何时候都必须服从机组人员指挥。
- 当列车行驶时，请留在座位上。
- 小心上落平台。
- 当列车车门关上时，请小心手指。
- 当列车行驶中，乘客请勿离开车厢。
- 小童必须在成人陪同下登上平台。
- 非工作人员一律禁止燃点火炉。
- 列车上禁止饮用酒精饮料。
- 每节车厢都设有紧急逃生窗口。
- 用于打开车门和紧急出口的工具位于车厢两端。除非发生紧急情况，否则不可动用这些工具。
- 当列车行驶于市区范围内时请不要离开座位。
- 严禁吸烟。

A differenza dei cercatori d'oro, che non erano vincolati da regole, vi chiediamo di rispettare alcune semplici precauzioni di sicurezza:

- Attenersi sempre alle istruzioni del personale di bordo.
- Vi consigliamo di rimanere seduti quando il treno è in movimento.
- Viaggiate sulle piattaforme a vostro rischio e pericolo.
- Ai passeggeri è vietato viaggiare stando sugli agganci tra i vagoni e attraversare gli agganci quando il treno è in movimento.
- Sulle piattaforme i bambini devono essere accompagnati da un adulto.
- Permettete solo a un membro del personale di bordo in uniforme di alimentare la caldaia.
- È vietato il consumo di alcolici a bordo.
- Ogni carrozza è dotata di finestrini di emergenza.
- Le uscite e gli attrezzi per l'uscita di emergenza si trovano ad entrambe le estremità della carrozza. Questi attrezzi sono da utilizzare solo in caso di emergenza e non vanno toccati per nessun altro motivo.
- Vi preghiamo di rimanere seduti mentre il treno si trova nei confini urbani.
- E, come la nostra caldaia, per cortesia non fumate!

安全第一

ゴールドラッシュ時代には何らの規則も無かったでしょうが、ここでは皆様の安全のため、ごく簡単な規則をお守りください。

- ・常にクルーの指示に従ってください。
- ・汽車が走り出す時と止まる時は、必ず座席に座ってください。ガイドの許可が出ましたら、プラットフォーム(車両の前後にある乗降口・展望台)に出て景色をお楽しみになります。
- ・プラットフォームでの安全は、各自の責任になりますので、お気を付けてください。
- ・扉の開閉時に指を挟まれないようにお気をつけ下さい。
- ・電車走行中に、エプロン(連結器の上の鉄板)に乗客が乗ったり、隣の車両に移ったりすることは、禁じられています。
- ・お子様は大人同伴でなければプラットフォームに出ることは出来ません。
- ・ストーブの火の世話は、制服の添乗員におまかせください。
- ・車内ではアルコール類を飲むことは出来ません。
- ・各車両には非常窓が設けられています。
- ・車両の両端には出口ドアと脱出用具が備え付けられています。これらの道具は非常時に使用するもので、通常は触れないでください。
- ・車両が市内を通過中は席にお座りください。
- ・全車禁煙になっております。

SEGURIDAD PRIMERO

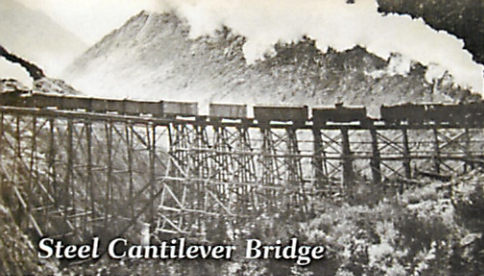
Aunque no hubo reglas que restringieran a los buscadores de oro, nosotros insistimos en que usted observe unas pocas medidas simples de seguridad:

- Siga las instrucciones del personal en todo tiempo.
- Recomendamos que usted se mantenga sentado o sentada mientras el tren esté en movimiento.
- Pasee en las plataformas bajo su propio riesgo.
- Los pasajeros tienen prohibido el permanecer en las guarniciones entre los vagones y el cruzar las guarniciones mientras el tren esté en movimiento.
- Los niños deben estar acompañados por un adulto cuando estén en las plataformas.
- Permita solamente que un miembro uniformado de la tripulación cargue la caldera.
- La consumición de alcohol no es permitido a bordo.
- Cada vagón está equipado con ventanas de emergencia.
- Puertas de salida y herramientas de egreso están ubicados en cada extremo del carro. Estas herramientas son para ser usados en caso de emergencia y no deben ser tocados de otra manera.
- Por favor mantengánsen sentados mientras el tren está dentro de los límites de la ciudad.
- Y, al igual que nuestra caldera, por favor absténgase de fumar.

안전 제일

골드 러쉬 시절의 사람들에게는 규제가 없었지만 여러분께는 다음과 같은 몇 가지 간단한 안전 규칙을 준수해 주실 것을 부탁드립니다:

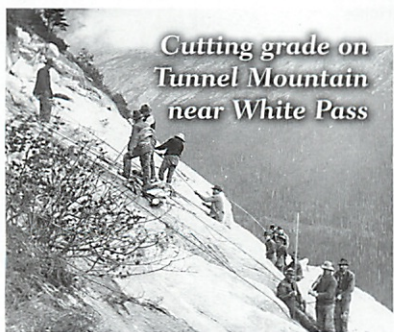
- 언제나 승무원의 지시에 따르세요.
- 기차가 움직일 때는 자리에 앉아 주세요.
- 자기 책임하에 플랫폼에 서세요.
- 출입구 근처에서는 손가락을 조심하세요.
- 승객들께서는 차량 사이의 공간에 서거나 기차가 이동 중일 때 건너서는 안 됩니다.
- 플랫폼에서 어린이는 어른을 동반해야 합니다.
- 제복 차림의 승무원만이 화로에 연료를 넣을 수 있습니다.
- 차내에서 음주는 허용되지 않습니다.
- 각 차량에는 비상 창문이 설치되어 있습니다.
- 비상구 및 탈출용 도구는 차량의 각 끝에 놓여 있습니다. 이 도구들은 오직 긴급 상황에만 사용할 수 있으며 그렇지 않을 경우 만져서는 안 됩니다.
- 기차가 시의 경계 내에 있는 동안은 앉아 계십시오.
- 그리고, 저희 화로처럼 담배를 피는 것은 자제해주세요!



Steel Cantilever Bridge

CIVIL ENGINEERING LANDMARK

The White Pass & Yukon Route was designated an International Historic Civil Engineering Landmark in 1994. This is an honor shared with other world civil engineering marvels such as the Eiffel Tower, Statue of Liberty and the Panama Canal. The WP&YR is recognized for the many difficult and hazardous obstacles that construction overcame: design challenges, granite mountains, steep grades, cliff hanging turns and unimaginable weather conditions. The courage and brave acts of the workers under the leadership of dedicated builders are recognized by this prestigious designation.



*Cutting grade on
Tunnel Mountain
near White Pass*

The White Pass & Yukon Route

Born in the Klondike Gold Rush of 1898, the White Pass & Yukon Route is a rare story in the history of railroad building.

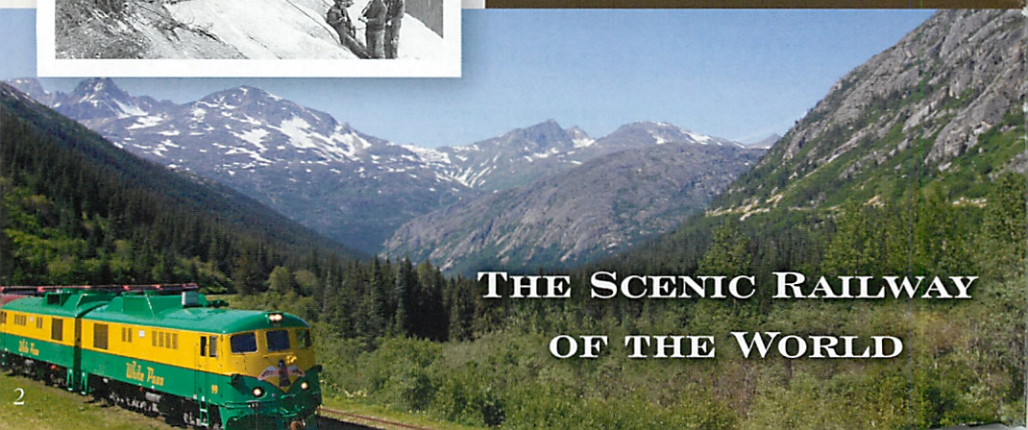
GOLD! GOLD! GOLD!

Every railroad has its own colorful beginnings. For the White Pass & Yukon Route, it was gold, discovered in 1896 by George Carmack and two Indian companions, Skookum Jim and Dawson Charlie.

The few flakes they found in Bonanza Creek in the Klondike barely filled the spent cartridge of a Winchester rifle. However, it was enough to trigger an incredible stampede for riches: the Klondike Gold Rush.

A Man of Vision

The rush for riches was actually predicted by Skagway founder, Captain William Moore. He was hired by a Canadian survey party, headed by William Ogilvie who had been commissioned to map the 141st Meridian, the boundary between the United States and Canada. Because the known route, Chilkoot Pass, was so rough and rugged, Moore and Skookum Jim decided to head north over uncharted ground and



**THE SCENIC RAILWAY
OF THE WORLD**

seek an easier route to the Interior. They reached Lake Bennett, near the headwaters of the Yukon River, and named the new potential route, White Pass, for the Canadian Minister of the Interior, Sir Thomas White.

Moore had a 160-acre homestead claim in Skagway. He returned to his home and began to think about the changes he felt would soon come. The search for gold in northwest Canada and Alaska had been underway for the past two decades and Moore believed that it was only a question of time before gold would be discovered. He built a sawmill, a wharf and blazed the trail to the Summit of the White Pass. Moore even suggested to his son that eventually there would be a railroad through to the lakes, and to prepare for the coming gold rush.

The Rush to the Klondike Begins

The headline of the Seattle Post-Intelligencer on July 17, 1897, broadcast the news of the discovery of gold in the Canadian Klondike. Under headlines "Gold! Gold! Gold!" the newspaper reported that "Sixty Eight Rich Men on the Steamer Portland" arrived in Seattle with "Stacks of Yellow Metal".

The news spread like wildfire and the country, in the midst of a depression, went gold crazy. Tens of thousands of gold crazed men and women steamed up the Inside Passage waterway and arrived in Dyea and Skagway to begin the overland trek to the Klondike. Six hundred miles over treacherous and dangerous trails and waterways lay before them.

Choices To Be Made

Some prospectors chose the shorter but steeper Chilkoot Trail, which began in Dyea. Each person was required to

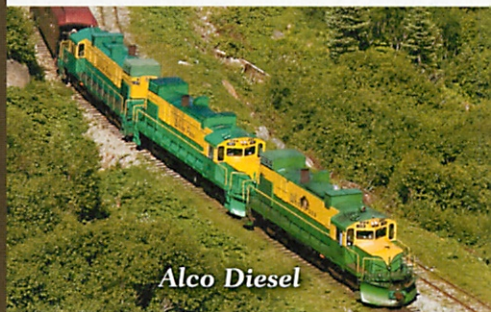


GE Diesel

ROLLING STOCK

The WP&YR rail fleet consists of 20 diesel-electric locomotives, 82 restored and replica passenger coaches and 2 steam locomotives. The diesel-electric locomotives are General Electric units dating back to the 1950s, ALCO units from the 1960s and an ongoing modernization program starting in 2009 with two GE units.

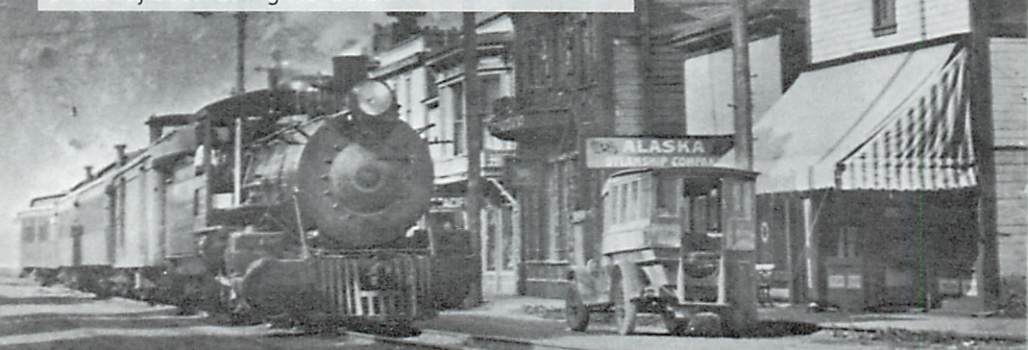
The pride of the fleet is Engine No. 73, a fully restored 1947 Baldwin 2-8-2 Mikado class steam locomotive, which was joined by No. 69 in 2005, a Baldwin 2-8-0, built for WP&YR in 1908.



Alco Diesel

The WP&YR passenger coaches are named after lakes and rivers in Alaska, Yukon and British Columbia and are on average 43 years old. The oldest car, Lake Emerald, was built in 1883 and is on the line each day. Lake Tutshi, vintage 1893, starred in the 1935 Universal Studios movie "Diamond Jim Brady." The Lake Lebarge car carried Queen Elizabeth II and Prince Philip on a royal tour out of Whitehorse in 1959.

Engine No. 69 pulls a four-car passenger train up Broadway in Skagway's historically picturesque business district, circa 1930, while Mt. Harding looms over the scene. Note that the engine was then equipped with a large vertical bar pilot. The track was relocated away from Broadway Street during World War II.



carry a ton of supplies up the "Golden Stairs" to the Summit of the Chilkoot Pass. Others chose the longer, less steep White Pass Trail, believing that pack animals could be used and would be easier. Both trails led to the interior lake country where stampeders could begin a 550 mile journey through the lake systems to the Yukon River and the gold fields.

Both the Chilkoot Trail and the White Pass Trail were filled with hazards and harrowing experiences. Three thousand horses died on the White Pass Trail because of the tortures of the trail and the inexperience of the stampeders.

Men immediately began to think of easier ways to travel to the Klondike. In the fall of 1897, George Brackett, a former construction engineer on the Northern Pacific Railroad, built a twelve mile toll road up the canyon of the White Pass.

The toll gates were ignored by travelers and Brackett's road was a failure.

THE WP&YR STORY BEGINS

"...a Railroad to Hell"

The 19th century was the era of railroad building and an easier mode of transportation into the north was of interest to everyone. Two men appeared on the scene with essentially the same idea: build a railroad through the White Pass. Sir Thomas Tancrede, representing investors in London, and Michael J. Heney, an experienced railroad contractor interested in finding new work for his talents, joined forces. Tancrede had some doubts about building a railroad over the Coastal Mountains while Heney thought otherwise. "Give me enough dynamite and snooze" he bragged, "and I'll build a railroad to Hell."

PAY DIRT!

In only five months, between July and November of 1898, the United States Mints in Seattle and San Francisco received ten million dollars worth of Klondike Gold. By 1900, another thirty-eight million dollars had been recorded—the result of the largest gold rush the world has ever known!

A HOGHEAD & HIS HOG

Engine No. 73 pulls special
steam excursions



Hoghead Jim Hamilton



The old steam engines of the White Pass & Yukon Route guzzled enormous amounts of fuel and water as they worked their way over the Summit of the White Pass. The railroaders called them "hogs" because of their insatiable fuel needs and an engineer was called a "hoghead." A famous engineer and hoghead, J.D. True, spent 40 years riding the rails and telling stories of his adventures. He recalls charging moose, runaway trains and snows higher than a train's caboose. J.D. True filled two books with his adventure tales.

They met by chance in Skagway, talked through the night and by dawn, the railroad project was no longer a dream but an accepted reality. It was a meeting of money, talent and vision.

The White Pass & Yukon Railroad Company, organized in April 1898, paid Brackett \$110,000; \$60k and \$50k in two separate payments for the right-of-way to his road. On May 28, 1898, construction began on the narrow gauge railroad.

Constructed Against All Odds

The White Pass & Yukon Route climbs from sea level in Skagway to almost 3,000 feet at the Summit in just 20 miles and features steep grades of almost 3.9%. The tight curves of the White Pass called for a narrow gauge railroad. The rails were three

feet apart on a 10-foot-wide road bed and meant lower construction costs.

On July 21, 1898, two months after construction began, the railroad's first engine went into service over the first four miles of completed track. The WP&YR was the northernmost railroad in the Western Hemisphere.

Building the one hundred and ten miles of track was a challenge in every way. Construction required cliff hanging turns of 16 degrees, building two tunnels and numerous bridges and trestles. Work on the tunnel at Mile 16 took place in the dead of winter with heavy snow and temperatures as low as 60 below slowed the work. The workers reached the Summit of White Pass on February 20, 1899, and by July 6, 1899, construction reached Lake Bennett and the beginning of the river and lakes route.

*Removing the
work of a blast*



While construction crews battled their way north laying rail, another crew came from the north heading south and together they met on July 29, 1900, in Carcross where a ceremonial golden spike was driven by Samuel H. Graves, the president of the railroad. Thirty five thousand men worked on the construction of the railroad – some for a day, others for a longer period, but all shared in the dream and the hardship.

The \$10 million project was the product of British financing, American engineering and Canadian contracting. Tens of thousands of men and 450 tons of explosives overcame harsh and challenging climate and geography to create this wonder of steel and timber.



Life After The Gold Rush

The White Pass & Yukon Route has enjoyed a rich and colorful history throughout its century of operations. The Klondike has gone from the gold mining operations of the first stampeders to operations by large corporations who have gained control of mining in the Klondike. For decades, the WP&YR carried significant amounts of ore and concentrates to Skagway to be loaded upon ore ships. During World War II, the railroad was the chief supplier for the US Army's Alaska Highway construction project and later gained international fame as an excursion railroad.

The railroad was operated by steam until 1954 when the transition came to diesel-electric motive power. White Pass matured into a fully-integrated transportation company operating docks, trains, stage coaches, sleighs, buses, paddle wheelers, trucks, ships, airplanes, hotels and pipelines.

World metal prices plummeted in 1982, mines closed and the WP&YR suspended operations. The line reopened in 1988 to operate as a narrow gauge excursion railroad between Skagway and White Pass Summit. The active line was later extended to Bennett in the 1990's and to Carcross in 2007.



DEPOT DISPLAYS

Our history is on display in and around the Skagway depot and celebrates 115 years of WP&YR people, equipment, activities and art.



Rotary Snowplow No. 1 has been restored and is on display by the Skagway Depot.



Original Handcar. Beautifully restored by Engineer John Westfall and his colleagues in the WP&YR shops.



Historical memorabilia in the Depot

The Adventure Continues

The end of the story of one of history's dynamic events: the Klondike Gold Rush.

One hundred thousand men and women headed north, but only between 30,000 and 40,000 actually reached the gold fields of the Klondike. Four thousand or so prospectors found the gold but only a few hundred became rich.

What about the discoverers of the gold – George Carmack, Skookum Jim and Dawson Charlie? Carmack's gold allowed him to have a more adventurous life with two wives, and investment in real estate in Seattle and California. Dawson Charlie sold his mining properties and spent his years in Carcross.

Skookum Jim continued as a prospector and died rich but worn out from his hardy life.

For over one hundred years, the White Pass & Yukon Route has been an economic lifeline to the north. Freight and passengers moved about the north with ease and the railroad adapted to the changing times. It was the ability to adapt that kept it going – from freight, stampedeers and gold to movement of ores and concentrates to tourism – each has been embraced and has given the railroad a new mission in the north.

CLUBLINK ENTERPRISES LIMITED

White Pass & Yukon Route is a wholly-owned subsidiary of ClubLink Enterprises Limited based in King City, Ontario and is traded on the Toronto Stock Exchange as CLK.

ROTARY SNOWPLOW NO. 1

Rotary Snowplow No. 1 was built in 1898 by the Cooke Locomotive and Machinery Company of Paterson, New Jersey for WP&YR. It helped the railroad face the challenges of heavy winter snows with accumulations of up to 12 feet. Pushed by up to 2 helper engines, the rotary's 10 huge blades sent snow flying out to the side of the tracks by centrifugal force. Rotary Snow Plow No. 1 was retired in 1965 but was run again in 2009 and 2011 to clear the rail between White Pass Summit and Lake Bennett. Today, the restored Rotary is on display at the WP&YR Skagway Depot.

WP&YR Steam Glory!

In June 1908, the Baldwin Locomotive Works Co. of Philadelphia, delivered the second of two specially designed narrow gauge steam locomotives that had been ordered by the White Pass & Yukon Route. Designated as Engine No. 69, this mechanical workhorse spent the next 48 years helping to push and pull freight and passengers over the White Pass.

In 1956, Engine No. 69 was sold by the WP&YR to the Black Hills Central Railroad. Twenty years later, Engine No. 69's next home would be the Stuhr Museum in Grand Island, Nebraska. In 2002, the WP&YR acquired Engine No. 69 for restoration and 2005 marked its triumphant return to the rails here in Skagway.

Built in 1947, Steam Engine No. 73 is the pride and joy of the White Pass fleet. This Baldwin Mikado 2-8-2 was the last new steam engine built for WP&YR. Retired in 1964 and restored to service in 1982; Engine No. 73 celebrated her 65th birthday in 2012 and 30 years of pulling eager tourists up and over the White Pass.





RAILROAD BUILDERS



The vision of a railroad from Skagway into the Klondike Gold Fields was shared by four men considered to be the builders of the White Pass & Yukon Route. They were able to persuade others to finance, to labor, and to share in the dream of opening up the north. The builders faced huge obstacles, which included weather, terrain, distance and competition from other sources. Samuel Graves, John Hislop, E.C. Hawkins and Michael J. Heney (left to right) were able to provide the leadership to push the project through to completion.

Samuel Graves was president of the railroad from 1898 until 1911. He worked with the Close Brothers Bank of London to finance construction. John Hislop and E.C. Hawkins were surveyors and design engineers for the construction. Michael J. Heney was the labor contractor and manager of the workers who placed the dynamite, laid the rails, built bridges and tunnels and made the dream a reality.

"ON TO ALASKA WITH BUCHANAN"

George E. Buchanan, a Detroit coal merchant, began bringing boys and girls to Alaska on adventure trips in 1923. His goal was to help young people learn the art of earning and saving money. To accompany Buchanan on these special excursions, a young person had to earn one third of the cost of the journey. The parents could pay one third and Buchanan contributed one third. If necessary, he assisted the would-be adventurer to earn his share of the costs.

For fifteen years, groups of approximately 50 young people, mostly boys, made the annual summer excursion from Detroit to Alaska. The travelers departed from Detroit in mid-July, traveling first class by train across Canada to Vancouver B.C. and Puget Sound. They then spent three days on a steamer before arrival in Skagway. They boarded the White Pass & Yukon Railroad to travel to the lake country and then a transfer by boat to Atlin.

The young folks, dressed in coat and tie, had to be on their best behavior. Many years later, members of the various Buchanan Boys groups returned to Skagway to ride the WP&YR and to revisit the memories of their special and happy trips. Reportedly, the boys from one of the summer trips painted the sign "On To Alaska With Buchanan" on the side of the mountain to commemorate their inspiring leader, George Buchanan.



Spiker

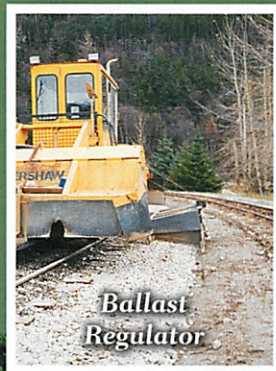
MAINTENANCE OF WAY

Track maintenance using specialized equipment is a very important job done by the unsung heroes of the WP&YR.

Tamper: Picks up the rail as metal teeth vibrate into the ground to pack the ballast, (right of way gravel). Also works as a liner, which uses lasers to indicate track level and curvatures.

Ballast regulator: Distributes the ballast evenly and brushes the track after the job is done.

Tie crane: Inserts and extracts the ties.



Ballast Regulator

Casey car: Used to inspect the line every morning for clearance to begin the day's excursions.



Casey car and WP&YR crew doing daily track maintenance





MICHAEL J. HENEY

Michael J. Heney helped build railroads in Canada, Washington and Alaska, but it was his work as a labor contractor for the White Pass & Yukon Route that brought him wide recognition and fame. He was born in Ireland and immigrated to Canada with his family. At 14 he ran away from home to work on a Canadian railroad. He learned to lay rail, measure grades, blast cliffs, build tunnels, estimate costs and run crews. Heney had a natural gift for leadership. The partnership between Heney and the men who would become his friends and colleagues in the construction of the railroad was successful. The White Pass & Yukon Route was built in twenty-six months for ten million dollars. "The Scenic Railway of the World" secured Heney's place in history.

Give me enough dynamite, and snooze, and I'll build you a railroad to hell.

– "Big" Mike Heney, Railroad Builder

Vision Triumphs over Challenge

In 1897, against the advice of his solicitors, William Brooks Close paid £10,000 to acquire from the government the right to build a railway from Skagway into the Yukon. At the time the Close Brothers of London decided to finance the construction of the White Pass Railroad in 1898, it was uncertain whether the White Pass was in the USA or in Canada. The debate over the international boundary between the two countries was not settled for several years.

Because of this uncertainty, the White Pass & Yukon Route decided to incorporate construction in three companies so that the laws of the USA and Canada were obeyed. In Alaska, the railroad was incorporated as Pacific and Arctic Railway & Navigation Company, and today still operates under that legal identity. The British Columbia Yukon Railway Company and the British Yukon Railway Company were incorporated in British Columbia and Yukon respectively, with all three companies incorporated in 1898. White Pass & Yukon Route served as an umbrella to coordinate the three entities' operations.

During the twenty six months of construction, the company was challenged by climate, geography and labor issues – all of which translated into soaring construction costs. Nearly all the work between Skagway and the Summit was through solid rock. Dynamite had not yet come into use and immense quantities of black powder were used for blasting. The mountain sides were so steep that the men had to be suspended by ropes to prevent them falling off while cutting the grade. During construction, 35,000 men worked on the railway, and 35 lost their lives.

Close Brothers of London, under the leadership of W.B. Close, stayed the course and spent \$10,000,000 on construction of the railroad. Close Brothers owned White Pass & Yukon Route until 1951 when it was sold to Canadian investors. Close Brothers prospers still today as the largest



Close Brothers

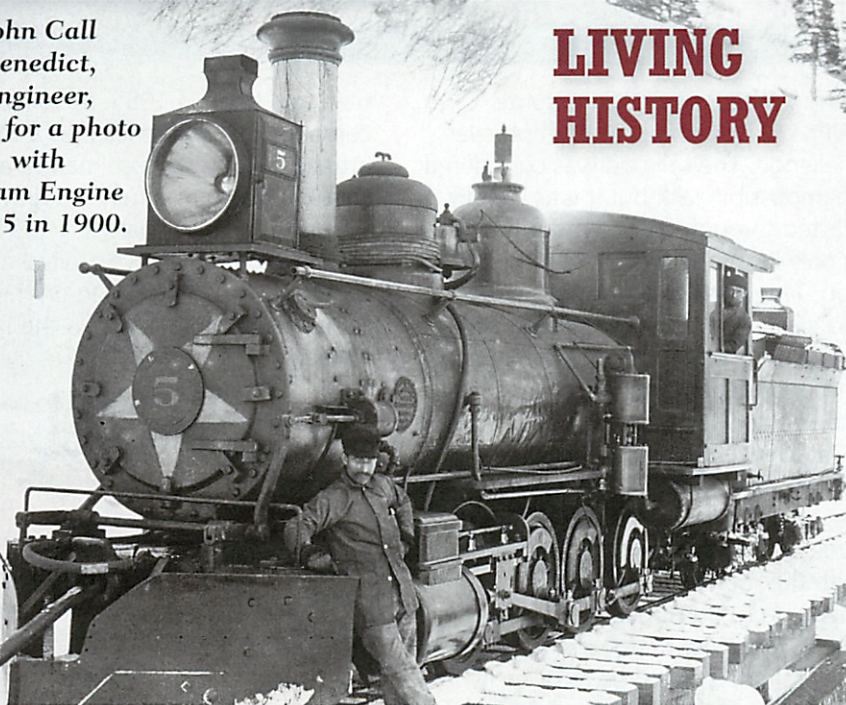
For more information on the
Close Brothers visit:
www.closebrothers.co.uk

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by market
capitalization
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Exchange.



*John Call
Benedict,
engineer,
stops for a photo
with
Steam Engine
No. 5 in 1900.*

LIVING HISTORY



In September of 2002, Earl F. Benedict came to Skagway by cruise ship and rode the White Pass & Yukon Route for the first time. He was retracing the steps of his grandfather, who worked for the WP&YR more than a hundred years ago.

While reading the All Aboard magazine, he saw a photo of his grandfather, which he had seen in his family's photo albums! After the train ride, Earl came into the WP&YR offices to share his stories and memories.

Upon returning home, Earl reviewed some of the historical artifacts in his possession and made copies of rare photos and documents for the WP&YR.

Earl Benedict's visit to Skagway began a new relationship that helps celebrate the living history of the WP&YR!

THE WHITE PASS SPIRIT

The 6,000 ton container ship Frank H. Brown was equipped with an ultra-modern Gantry Crane.

The White Pass & Yukon Route (WP&YR) is symbolic of triumph over challenge. The railroad was considered an impossible task but it was literally blasted through coastal mountains in only 26 months over a century ago. Tens of thousands of men with picks and shovels and 450 tons of explosives overcame harsh climate and challenging geography to create The Scenic Railway of the World.

But, the zenith of the Klondike Gold Rush had passed by the time the railroad was completed. Despite conquering the significant snowfalls with the rotary snowplow and spanning Dead Horse Gulch with the tallest cantilever bridge in the world at the time, it was time to diversify to survive. The WP&YR evolved to encompass wharves, stage lines, paddle wheelers, hotels, aircraft, buses, pipelines, trucks and ships to cater to emerging market conditions.

Self-sufficiency and the need for continuous progress made innovation a hallmark of WP&YR operations. WP&YR pioneered the "Container Route" – the intermodal movement of containers by ship,

train and truck in 1955. In 1988, the company reinvented itself as a tourist attraction for a tourism market after shutting down as a fully integrated transportation company 6 years earlier.

Since 1898, WP&YR's survival and prosperity has been based on the spirit of accomplishment in the face of adversity.

ALL ABOARD!

Credits:

Published by: White Pass & Yukon Route

Design & Production by: PR Services Ltd.

Photo Credits:

(MSCUA) University of

Washington Libraries:

Page 13 (Hegg 615)

Yukon Archives H. C. Barley

Collection: Page 2 middle, 6 bottom left, 6 top, 10 bottom.

Michael Anderson:

Page 19 bottom.

Dedmans Photo: Page 4.

Gil Dominguez: Page 5

Tom Walyer: Page 5 inset.

Deane Motis: Page 3 top

Wouter Radstake:

Page 3 bottom, 6 bottom right, 9 bottom right, 10 inset, 15 top.

Dean Genth: Page 7.

Skagway CVB/Andrew

Cremata: Page 15 bottom.

Pat Reece:

Page 8 top & bottom

Matthew Malkiewicz:

Page 9 top.

Phillip Wormald:

Page 10 top.

MacBride Museum

Collection: Page 11 bottom left.

Close Brothers Archive:

Page 13 top right.

Roy Minter: Page 14.

Bob Potts:

Page 16 background image.

Jim Rogers:

Page 17 top background image.

Christian Racich:

Outside cover foldout top.

Jared A. Martin: Outside cover

foldout bottom background.

J. Craig Thorpe: Cover,

Calendar Art, Routemap foldout.

Flora on the WP&YR Line:

USDA Forest Service Alaska

Region Botany Program,

Dedmans Photo.

Gift items: Bill Cannon, Cathie

Archbould, Wilson Studios,

PR Services Ltd.

White Pass: Other Photos



SKAGWAY

Skagway, Garden City of Alaska, is located at the northern tip of Alaska's Inside Passage – 90 miles northeast of Juneau and 110 miles south of Whitehorse, Yukon.

Skagway got its name from the native Tlingit name "Skagua" which originally translated as "the place where the north wind blows". Modern translations read "a windy place with white caps on the water". The maritime climate brings cool summers and mild winters. Average summer temperatures range from 45°-67° F.; winter temperatures average 18°-37° F. Within the shadow of the mountains, Skagway receives less rain than is typical of Southeast Alaska, averaging 26 inches of rain per year, and 39 inches of snow.

Skagway is home to 850 year-round residents and encompasses 455 sq. miles of land and 11 sq. miles of water.

The first non-Native settler was Captain William Moore in 1887, who is credited with the discovery of the White Pass route into Interior Canada. Gold was discovered in the Klondike on August 16, 1896, and by 1897,

the first boatload of prospectors landed in Skagway. By October 1897, according to a Northwest Mounted Police Report, Skagway "had grown from a concourse of tents to a fair-sized town with well-laid-out streets and numerous frame buildings, stores, saloons, gambling houses, dance houses and a population of about 20,000."

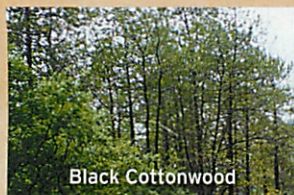
Skagway became the first incorporated City in Alaska in 1900; its population was 3,117 at that time, the second-largest settlement in Alaska.

Skagway is now a restored gold rush town and the headquarters of the Klondike Gold Rush National Historical Park.

For more information on Skagway, visit www.skagway.com.



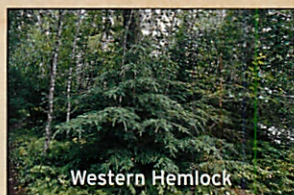
FLORA ALONG THE WHITE PASS & YUKON ROUTE



Black Cottonwood



Shore Pine



Western Hemlock



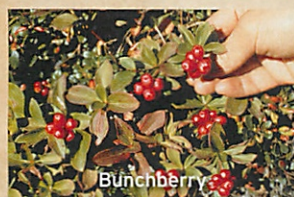
Sitka Spruce



Subalpine Fir



Paper Birch



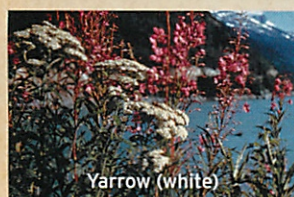
Bunchberry



Western Columbine



Goatsbeard



Yarrow (white)



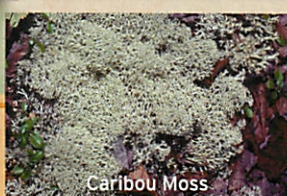
Fireweed



Butter and Eggs



Alpine Arnica



Caribou Moss



Shrubby Cinquefoil



Devil's Club



Monkshood



Cotton Grass



Noofka Lupine



Mountain Ash



Wild Geranium



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M. Chelton, New Zealand



Andrew Xing, Washington

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wpyr.com/photocontest/

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This takes just a few minutes and your answers will be invaluable to improving our product.

 [/whitepassrailroad](https://www.facebook.com/whitepassrailroad)

WP&YR COMMENT CARD

(Thank you for riding with us today! We welcome your feedback and/or suggestions to evaluate and improve our service and on-board experience.)

Date of travel: _____ month _____ day _____ year

Name: _____

Car #: _____

Service Excursion (Morning) ☐

Service Excursion (Afternoon) ☐

Lake Bennett Adventure ☐

One Way Trip (Train/Bus) ☐

OPTIONAL COMMENTS:

Rate	Star	Good	Excellent
Courtesy and helpfulness of train guides and crew	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of tour content	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of sound system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cleanliness of coach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overall tour experience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

THIS TOUR:

☐ Exceeded my expectations

☐ Met my expectations

☐ Did not meet my expectations



Visit the Train Shoppe in the WP&YR Depot

- Unique gifts & souvenirs
- Exclusive railroad memorabilia
- Clothing for all ages
- Coffee & espresso
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WP&YR Depot At Second & Spring

- Information
- Public phones
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- Seating area
- Historical exhibits
- Model train layout

WP&YR Depot Historic Displays Train Shoppe

Map not drawn to scale



Train Shoppe Caboose

Historic Skagway



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Pair them with our classic WP&YR Baseball Caps. \$11.95

Speed Logo Military Caps

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Warm, light weight, goose down jacket. Comes in men's marina blue or black and women's raspberry or black. S-XXL \$59.95



Thunderbird Hat

Mesh trucker style. The same multi-colored symbol is painted on our diesel engines. Adjustable snap back. \$13.95

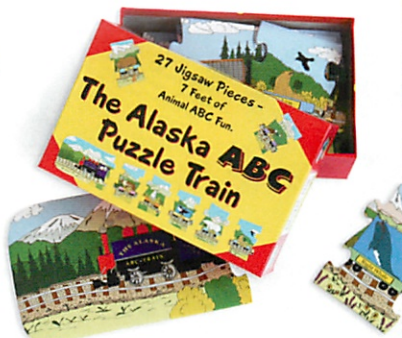
White Pass Express Glow Train

Glow-in-the-dark kids T-shirt featuring Engine #73.

Red or navy, S-XL Child \$15.95

Navy or black Adult T-Shirt S-XXL \$18.95

Also available
in adult sizes



The Alaska ABC Puzzle Train

All Aboard the Alphabet Train!

7 feet of animal ABC fun. \$9.95

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A complete package for future engineers!



WP&YR whistle,
bandanna, and hat

with logo. \$15.95

Hat only. \$9.95

Whistle, made in
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Large Train Whistle

Sounds just like Steam

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Engine 73 Blanket

Cuddle up with our unique fleece blanket.

Perfect for naptime or lounge time.

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Sturdy little board book for your little reader.

By Bernd & Susan Richter \$8.95

Tutshi Socks

Blue & pink infant, blue & pink

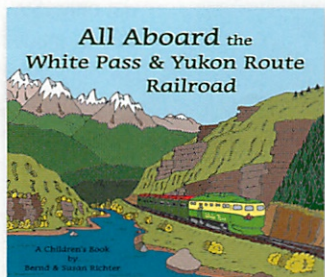
5-7, 8-11. Kids love'em, grandparents buy'em and at only \$3.95, you can't beat'em!



All Aboard the White Pass & Yukon Route Railroad

By Bernd & Susan Richter

Kids! Ride along the White Pass from the dock to the Summit. \$9.95



White Pass® Bibs

Help keep baby clean in our soft, terry snap baby bib! \$5.95



White Pass Stacking Train

This brightly colored wood train is over 17" long and includes 15 interchangeable pieces! \$21.95

Mile Zero The Journey Begins

Intricate J. Craig Thorpe artwork depicting the Skagway harbor as the trains begin their journey up to the Summit on a beautiful summer day. Enjoy a great challenge with its 500 pieces! \$16.95

Lake Bennett Majesty

500 piece photo puzzle. \$16.95



\$1.50

Acrylic Boxed
Playing Cards

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White Pass Cribbage Board

Laser engraved
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\$22.95



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First published in 1900 by WP&YR. 52 different photos. \$6.95



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Bring a touch of White Pass to your home bar, every day.

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**Green
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\$5.95

**Perk up with
WP&YR Coffee!**

Featuring Alaska-roasted Raven's Brew coffee
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All roasts available in whole bean or ground.

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Towel \$15.95

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2 for \$8.00



Green Logo Tote Bag

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Photo shown was submitted through our photo contest.



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WP&YR Hanging Ornaments

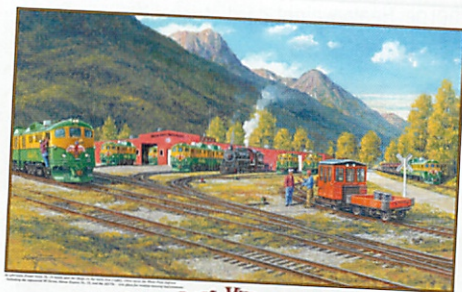
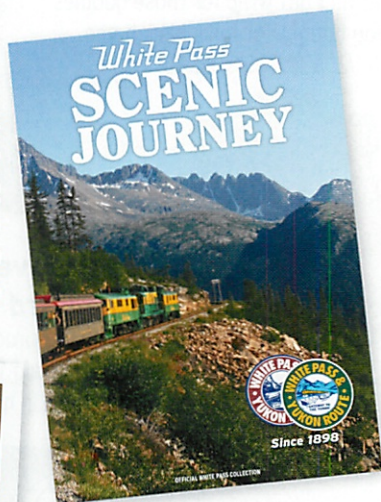
Stop by The Train Shoppe and see our large selection of ornaments. Collect them all!
Each ornament is individually boxed. \$6.95 & up



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Published by WP&YR

Relive the train ride with our exclusive
souvenir photo book. Featuring over 70
photos, 32 pages. \$4.76



2014
wpyt.com

WHITE PASS & YUKON ROUTE
THE SCENIC
RAILWAY OF THE WORLD

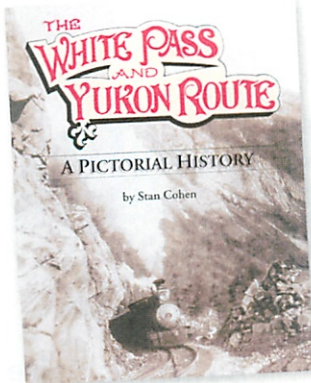
SKAGWAY
ALASKA
Since 1898



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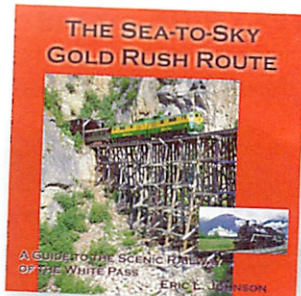
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Calendar in tube. \$9.95

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Purchase calendars from
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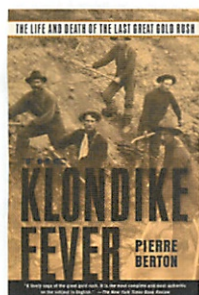
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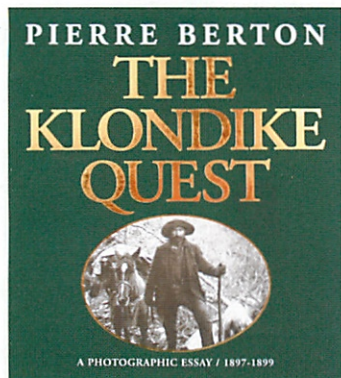
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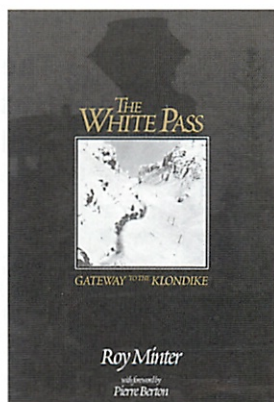
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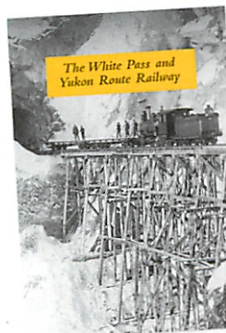
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By Graham Wilson

Pioneers of
Alaska and the Yukon
100th Anniversary
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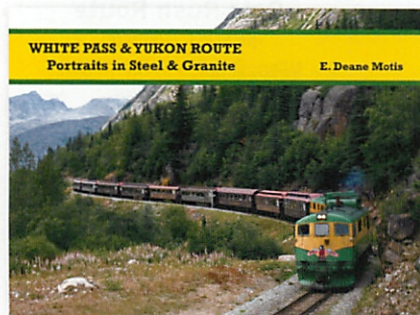
The Klondike Gold Rush
Photographic Essay 1897-1899

Celebrate more than 100 years
of the WP&YR. \$9.95 each

WP&YR Drumhead

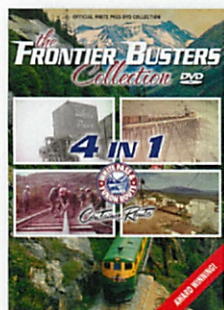
Light weight embossed metal signs. 12"

in diameter. Collect all four. Easy to pack! \$9.95 each



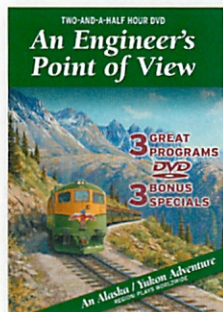
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4 White Pass films, including international award winning titles "Brave New North" and "Take Four Giant Steps". 108 minutes. \$24.95



An Engineer's Point of View

GREAT VALUE!
3 Action packed programs gathered together: An Engineer's Point of View, Gold Rush Railroad and Scenic Railway of the World. Plus 3 BONUS specials included. 150 minutes. \$24.95

Authentic Spike Bottle Openers

Handcrafted in the Yukon, these historic spikes make a great desktop accessory. Assorted official WP&YR logos. \$19.95



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Full length, all elastic suspenders with leather cross patch. \$15.95



LGB G-Scale Steam Engine #73

The Pride of our fleet, German made, limited edition collectors model \$3,999.99



LGB G-Scale WP&YR Starter Set

Now you can model the great White Pass & Yukon Route railroad! Start it up, and you'll hear the genuine LGB electronic sound, including magnet-activated bell and whistle sounds. Everything you need to enter the World of LGB; a full circle of track, safety-approved power supply, quick-connect cable, detailed instructions and more! \$595.00

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Handcrafted from a real railroad spike and polished to perfection. Zippered case included. \$85.95



WP&YR Zippo Lighters

Custom White Pass lighters featuring a laser etched finish or full color WP Logo. Genuine Zippo product manufactured in Bradford, PA. \$29.95



110.4

Whitehorse, Y.T.

67.5

Carcross, Y.T.Yukon Territory
British Columbia

Lake Bennett

40.6

Bennett, B.C.**110.4 Whitehorse, Y.T.**

(via highway) Originally the transfer point from rail to steamboat; today the major transportation, trading and government hub of the Yukon.

67.5 Carcross, Y.T.

Historic Yukon town has a gold rush general store, the steam engine Duchess, and a WP&YR train station visitors' center.

40.6 Bennett, B.C. 📷

30,000 stampeders spent the winter of 1898-1899, building makeshift rafts and boats to take them across Lake Bennett and down the Yukon River to the goldfields.

27.7 Fraser, B.C.

Transfer location for motorcoach connections to the Klondike Highway. Site of Canadian Customs.

20.4 White Pass Summit

2,865 feet (873 meters). Here at the U.S./Canadian border, mounted police waved on stampeders with a ton of supplies, needed for one year in the north.

19.3 Trail of '98

As the train emerges from the tunnel, see visible remains of this famous trail, a primary route from Skagway to the goldfields.

18.8 Tunnel

In 1969 this 675-foot tunnel was driven through the mountain

Chilkoot Trail

South
Klondike
Highway**Fraser, B.C.** 27.7**WP&YR
ROUTE**

Visit the

CABOOSE

ESPRESSO • MEMORABILIA • GIFTS

ON THE DOCK




Swing by the
Caboose-on-the-dock
for a bracing espresso or
refreshing cold drink
and grab some snacks
for the ride.



Where in the World do you wear
your Official White Pass Hat?



Log on to our Facebook page & post a picture of
yourself wearing your WP&YR hat!

 /whitepassrailroad

painted by the Buchanan Boys Tour Group, brought from Detroit each year to visit Skagway, circa 1920-30.

7.3 Brackett Road

Wagon road was advertised as an "easy" through route across White Pass. The toll was high: 2¢ a pound for freight, \$1 for each horse, \$10 a wagon.

6.9 Rocky Point

A photo favorite! Excellent view down the lower valley to Skagway, with Mt. Harding and Harding Glacier forming a dramatic backdrop.

5.8 Denver

Crossing the east fork of the Skagway River; nearby Denver Glacier Trail, a favorite local hike, leads to the base of the glacier. The donated WP&YR red caboose "cabin" can be rented through the U.S. Forest Service.

2.5 Gold Rush Cemetery

Resting place for early Skagway residents, Gold Rush gangster Jefferson Randolph "Soapy" Smith and hero Frank Reid, who died in a final shootout.

2.0 Shops

The maintenance shops, where the railroad repairs and restores its engines and rolling stock.

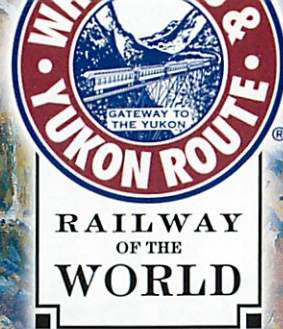
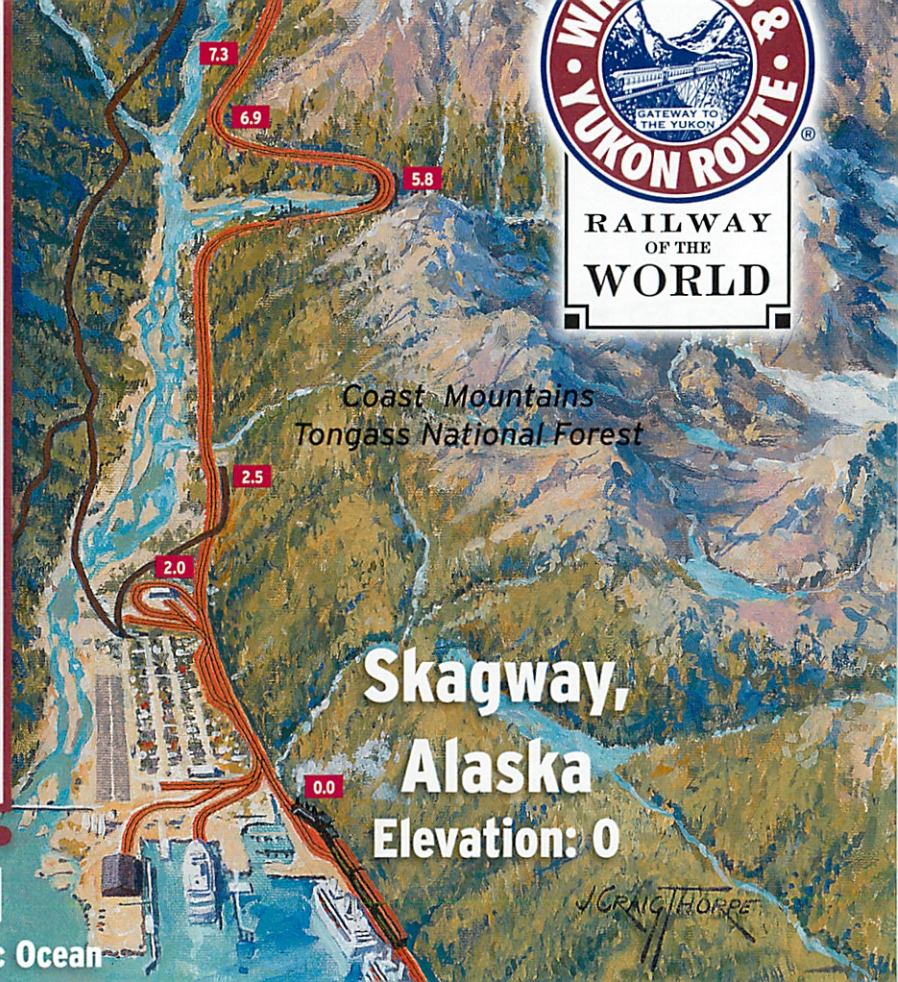
0.0 Skagway

From Skagway an army of hopeful gold seekers began the 45-mile trek over White Pass toward the Klondike goldfields.

Miles from Skagway

Lynn Canal

Inside Passage of the Pacific Ocean



Coast Mountains
Tongass National Forest

Skagway, Alaska

Elevation: 0

G. GRAIG THORPE

and a new bridge was built to replace the steel bridge.

18.6 Steel Bridge 📷

Constructed in 1901, this was the tallest cantilever bridge in the world. Used until 1969.

17.5 Dead Horse Gulch

3,000 pack animals, victims of neglect by stampeders and overloading, met their end in the stampede of '98.

17.0 Inspiration Point 📷

Seventeen miles up into the mountains from Skagway, you'll have an unparalleled view of Lynn Canal, Mt. Harding and the Chilkat Range. Favorite for early photographers.

16.0 Tunnel Mountain 📷

The yawning chasm of Glacier Gorge disappears into Tunnel Mountain, 1,000 feet above the floor of the gulch.

14.0 Glacier Station

Once a stopping place for thirsty steam engines on the uphill grade. Railroad section crew lived here and maintained the railbed.

12.3 Heney Station

Named for Michael J. Heney, WP&YR contractor. Freight was transferred down a steep tramway to waiting packhorses at White Pass City in the valley below to be carried to the Summit.

11.5 Bridal Veil Falls 📷

Beautiful waterfall cascades 6,000 feet from the glaciers on Mt. Cleveland and Mt. Clifford.

10.4 Black Cross Rock

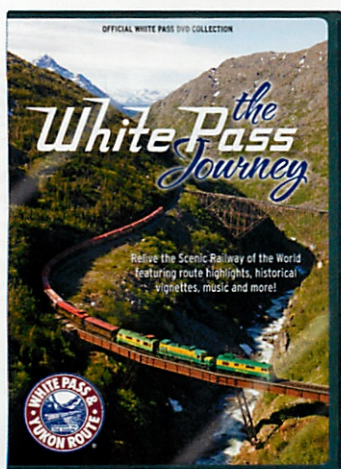
On August 3, 1898, a blasting accident buried two railroad workers under a 100-ton granite rock. The black cross marks their resting place.

8.8 Buchanan Rock


"On to Alaska with Buchanan" has been a sightseeing attraction for over 70 years. The sign on the far wall of the canyon was



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