

# KENNECOTT COPPER'S UTAH MINE

by Gordon E. Cardall

**ABOVE:** Locomotive 735 still wearing black paint job of some years back. Pit engines now painted yellow with black trim; 3,000 volt main-line engines and cabooses painted bright yellow with green trim.

**BELOW:** 706, just dead-headed in from Dry Forks shop to replace ailing engine on the ore haulage from the pit to the Copperton yard. Locomotives used pantograph outside of pit and in the dual-voltage yard at Copperton. While loading ore in the pit, they used side-arm trolley pole, as the trolley wire is shifted away from the center of the track so as not to interfere with the big electric buckets loading the cars.

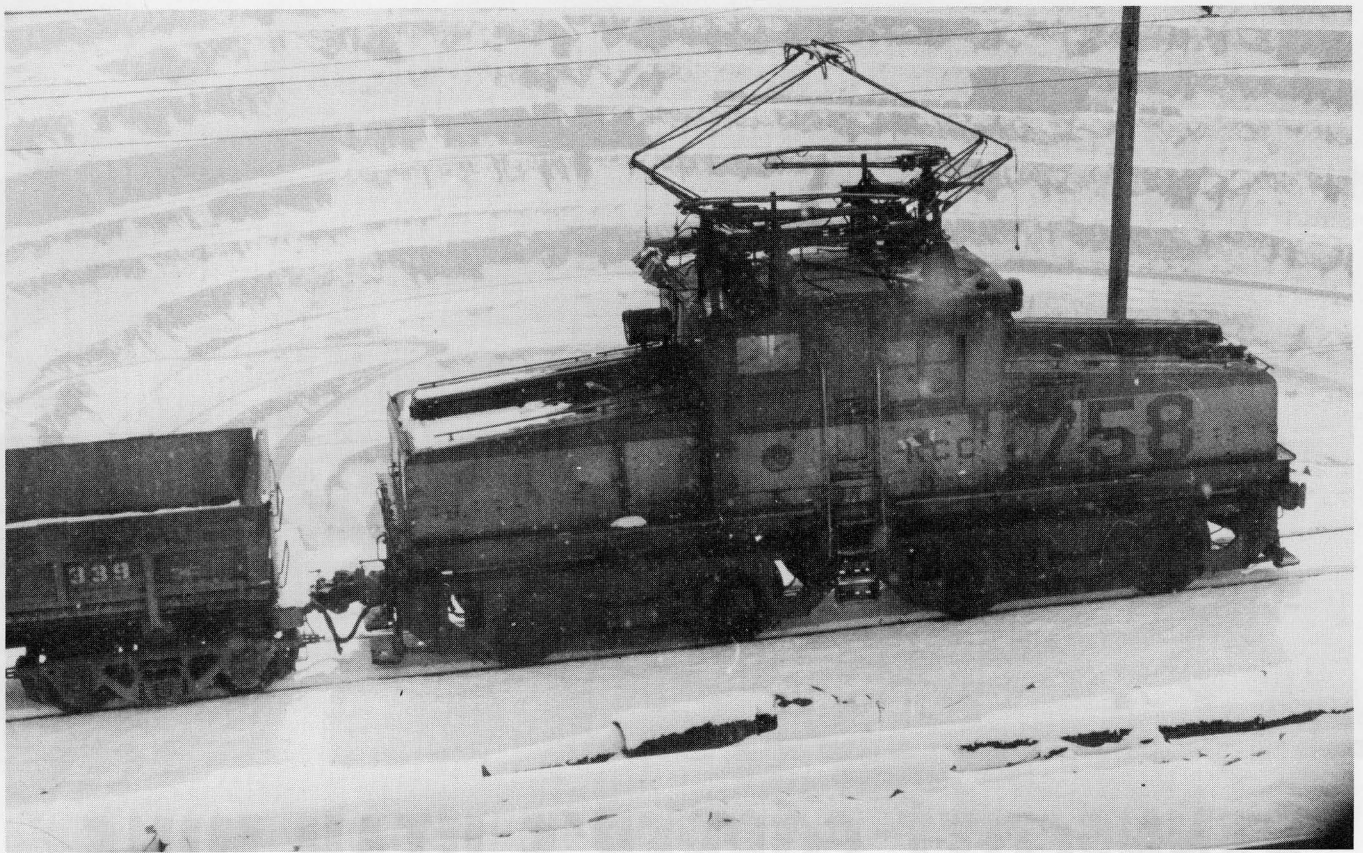


It looks like it has finally happened. Diesels are rearing their ugly heads at the heretofore all-electric stronghold. Kennecott has been using various leased GP-38's from Union Pacific and Rio Grande on an experimental basis. As of October, a couple of Santa Fe's were seen headed for the Bingham Copper operation, and it is understood that these have been purchased.

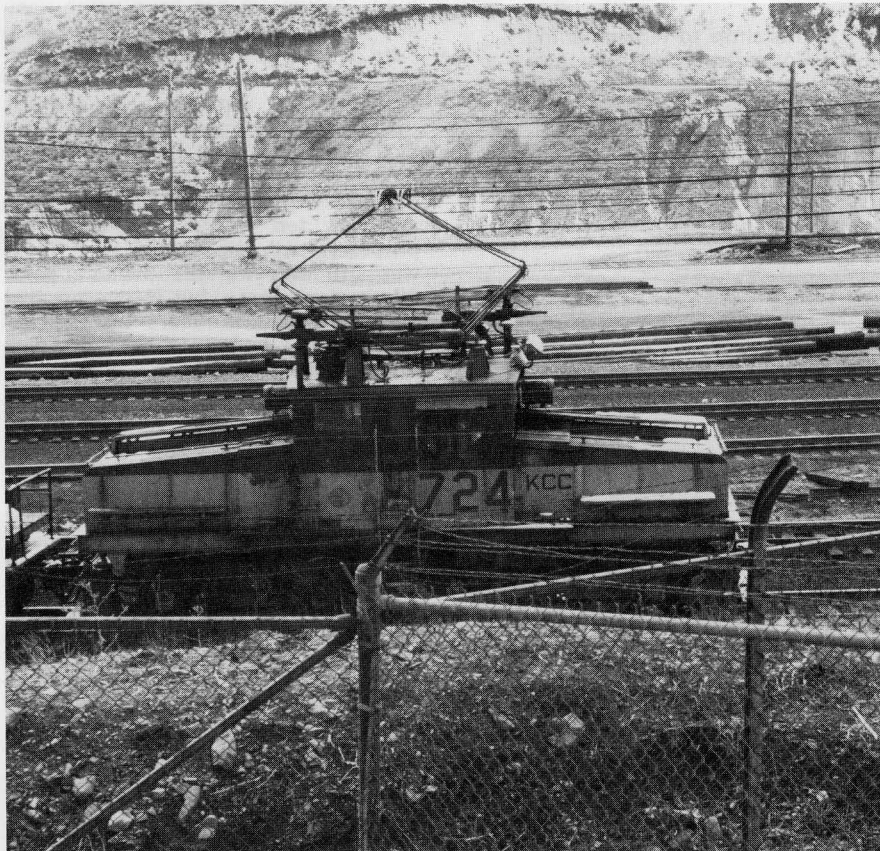
I made a trip to Bingham last week and saw ten leased diesels on the property. All the leased equipment was still carrying the owner's paint jobs and numbers, but Kennecott had put their own numbers on the engines, and it looks like they are now numbering about fifteen.

Kennecott has said for some years that they were going to buy new engines for the whole operation, but they were open-minded. At the present time, they are very closed-mouthed and won't say anything for certain, but the diesels have made great inroads to date. They are hauling all the overburden out of the mine and it looks like the trolley wire has been removed from these lines. They are not used on the ore-haulage itself as of now, either from the pit to the Copperton yard or from Copperton down the main line to the Magna Mill. It looks, however, like it is only a matter of time.

Anyone interested in seeing this standard-gauge electric operation should make haste. Last week I counted



**UPPER: 750-volt, large size engine at Bingham Copper Pit, pulling a string of side-dump gondolas used to haul overburden out of the pit as the pit is expanded and the ore unearthed. This chore has already been taken over by Euclid dump trucks and some leased diesels.**



**LOWER: 724 at Copperton yard. This larger size pit engine usually brings 20 cars out of the pit and into the make-up yard at Copperton, while the smaller class engine usually handles around 15 loads, depending on which three of the tunnel lines it is using.**

eleven electric engines out of service on the ready track in the pit, and at least another twenty to twenty-five in dead storage at the Dry Forks shop.

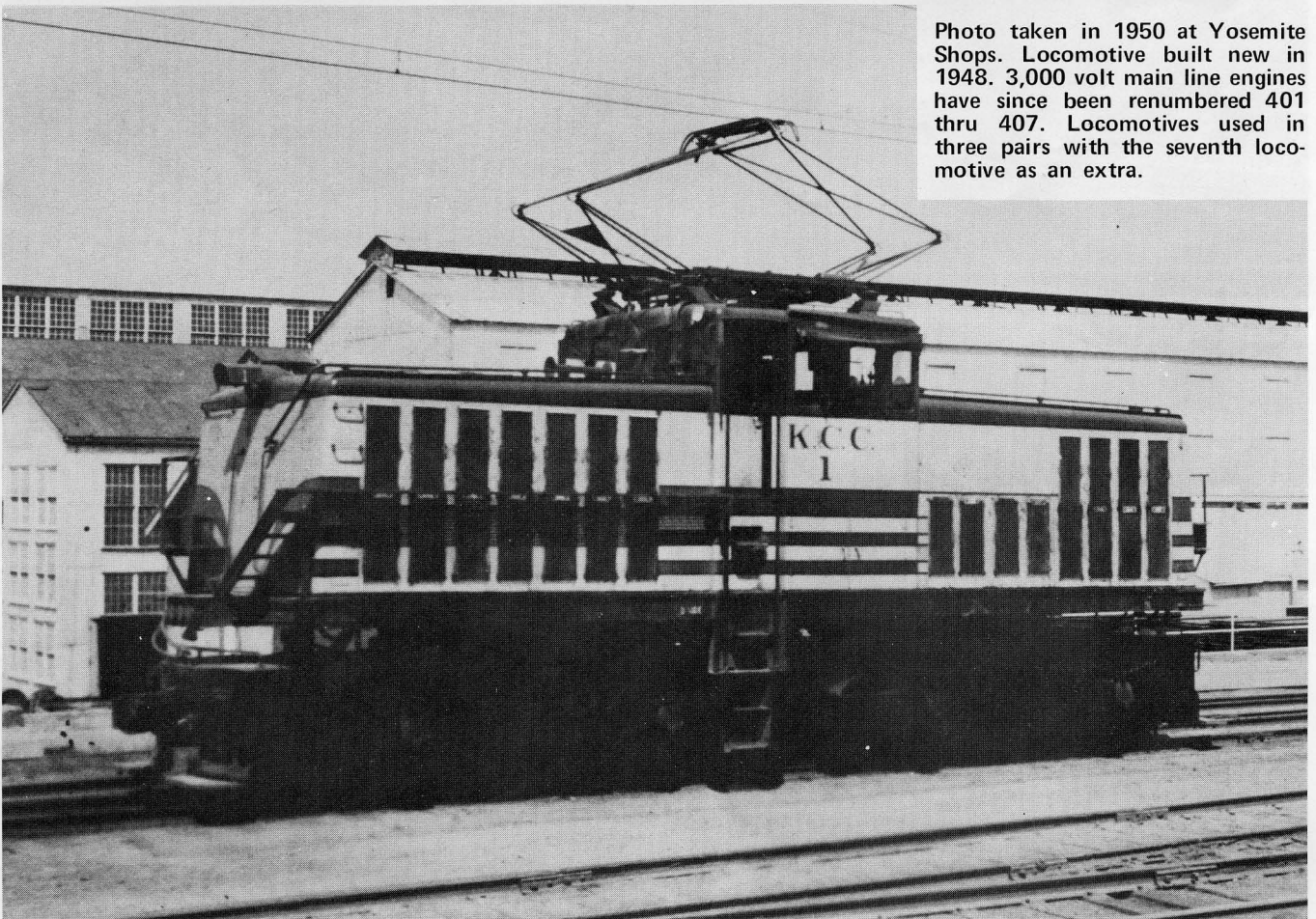
We have been listening to rumors for the last year or so that Kennecott was going to buy all new electric engines—that they were going to buy all new diesel engines—and we even had a hot rumor here for a month or so that they were going to bring down a Little Joe for evaluation. Wouldn't that have been neat? As it stands now, the diesels are here, and that's for sure!! The latest story is smaller diesels will be used in the pit and SD-45's will take over the main line operating eventually.

Security has always been real tight at Kennecott, and it is hard to get anyone to tell you anything. A recent bombing of their building on Main Street in Salt Lake City surely hasn't helped this situation.

Engines in foreground have just deposited their string of empties in the Copperton yards at Bingham and are now running their caboose to the other end of the yard for a new train. Train in background is waiting for main line to be cleared so it can take its eighty cars of copper some ten miles to the Magna Smelter.



Photo taken in 1950 at Yosemite Shops. Locomotive built new in 1948. 3,000 volt main line engines have since been renumbered 401 thru 407. Locomotives used in three pairs with the seventh locomotive as an extra.



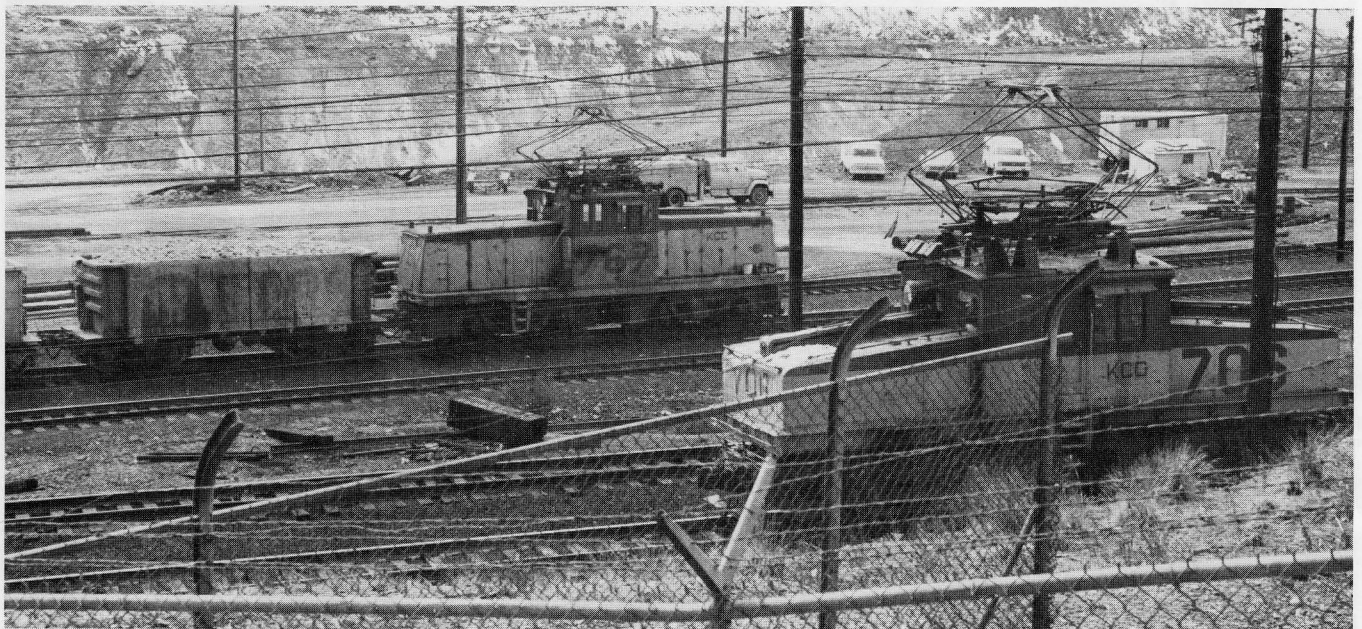


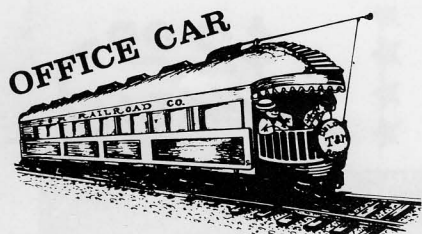
Small-size pit engine 762 taking a string of empties from Copper-ton yard back into the pits.

750-volt large size, pit engine 706 and small size 767 with ore train.

Tunnel inspection train has just emerged from the pit. Although the Bingham Copper operation is all open-cut, they have still cut three tunnels through from the bottom of the pit to the outside world in order that the full trains do not have to be switched back to the top of the mine and back down to the yard again.

ALL PHOTOS BY THE AUTHOR





# TRACTION & MODELS

## #133

MARCH, 1976  
Vol. 12, No. 1

**COVER PHOTO:** TH&E was pretty well destroyed before color photography became popular, and now the only way we can enjoy the interesting colors is with models, tinted photos or paintings. George Krambles has painted several Indiana Interurban scenes, and is always glad to share them with us, in accordance with our established practice of using a painting or art-work on the March (Anniversary) Cover each year. Original Painting by George Krambles.

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A year ago at this time, it was January and here it is April! A year ago we were deep in plans for the Big 10th Anniversary Issue of T&M. Now we are working harder to catch up and put out the 11th Anniversary Issue, and get back on schedule.

So we are using up available material at double the usual pace. So come on, fellers, and send in some interesting stories, photos, color shots of Bi-Centennial Paint Schemes.

We especially need construction articles in O & HO for the many readers who are rather new at building models and operating layouts.

We will accept Black & White or Color **PHOTOS** (Not negatives nor slides) of any size. They should be sharp, in focus and with good contrast. Our printer works from photos and we think he does a great job!

As for drawings, they should be in Black ink, but Black pencil or photocopies are usable. Blue Prints, **IF** dark are also usable, but sometimes they print a little spotty.

It is too early to have any replies in from the last issue of T&M in which we announced a new method of supplying groups of kits—be sure to let us know your feelings on this, as your feelings are what makes us want to complete a project!

With your help, we can be working on the 12th Anniversary issue in just 8 months!

—Vane A. Jones, Publisher

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