Here is just the original layout of the Bonanza Mine tramway with an intermediate change of direction point above the ore-processing mill down at the level of the railway terminal.
Ron Simpson’s attention, while he worked for several years on the 2001 book, was repeatedly drawn to the challenges of the CR&NW Railway, its construction, its maintenance challenges, and its eventual shutdown and destruction. In its story, Simpson sees vindication of Chief Nicolai’s visions and predictions about the impermanence of the newcomers to the country, and their ultimate withdrawal.

Here, for illustration, is the trestle-crossing at Chitina at breakup. A crane is standing by with stacked pilings ready to replace whatever parts of the span will inevitably be destroyed by river ice pressures. In this picture (probably looking from N to S) the ice during breakup has already caused one section of trestle to sag.
In 1918, an ore-carrier train traveling from Cordova’s Alaska Steamship wharf to Kennecott had an accident. Someone had failed to check the bents (framework elements of the trestle) just before the locomotive arrived at the Chitina crossing. As the handwritten note on this photograph indicates, the locomotive (“engine”) is underwater after tumbling in, and is at the submerged end of the flat car.
Here is the locomotive (Mikado #74) and its tender, after being pulled ashore on the east bank of the Chitina River in the spring of 1918.

End of service for #74?

This accident occurred at the same time that Nicolai, Tyrone of Taral, died. His community of Ahtna people who worked at the Kennecott Mine or on the CR & NW were all abuzz with the apparent proof of the Chief’s dire predictions of the end of the mining operation.
Mikado #74 was not even close to the end of service! Its pieces were hauled to the roundhouse/machine shop in Cordova, and carefully reassembled. Here is #74 sometime in the 1930s, fitted with a plow for clearing snow and maybe rockslides from the CR & NW line.
And here is #74 steamed up and ready for hauling the last ore and last passengers out of Kennecott in late 1938.

In fact, after the 1938 suspension of mining operations, #74 was sold to a company in Mexico, where the locomotive stayed in service for another 26 years, before being broken up in 1964-65.
Chief Nicolai’s predictions were slowly borne out in other ways. This image of the main Bunkhouse up at the Bonanza Mine shows structural damage was taken after it was damaged in 1933-34. It was irreparably damaged, but remained standing for 30 years, unoccupied, while other Bonanza Mine buildings slowly deteriorated. Simpson’s (2001) 800-page book describes the wanton destruction of most of the still-standing Bonanza Buildings by fires set in 1968 (p. 799).
There were a number of remarkable personalities and skilled managers whose expertise was applied to the nearly 3 decades of operations of the Kennecott Mine and the CN&NW Railway. Wes Dunkle, shown here, offered a retrospective in 1955 on his career as a mining engineer with the Kennecott.

But, as with most aspects of early Alaska affairs and events, the threads of many, many persons' interactions are still being rediscovered by historical research. Jack Dalton, for example, was a distinguished scoundrel candidate, who spent the early formative years (1910-12) of Kennecott Mine’s development working on route surveys for the CR&NW, and his house in Cordova still stands. Robert Kennicott’s name and reputation were seminal. And, returning to the last expedition by Frederick Schwatka, it should be acknowledged that he and Hayes and Russell were hosted by Chief Nicolai, and well looked after in preparation for the last lap of their 1891 expedition.
The New York Ledger Expedition of 1891 camped very close to the eventual site of Kennecott (Camp #59) then once more (#60) before arriving and staying some days at Taral (#61). Hayes’ journal for the USGS contributed photographic and mapping evidence that helped future miners and prospectors exploit the richest mineral area of all Alaska history in the form of Kennecott Mines.
The last stop by Schwatka and Hayes was at Eyak Lake. From there, they proceeded to Odiak, then to Nuchek, on Hinchenbrook Island, where they had to wait for several weeks for a steamship headed south to Juneau, and on from there to Seattle. Schwatka himself had lost about 60 pounds on his travels, and was suffering from some intestinal distress.