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MARGARET S. PETERSEN

HONORARY MEMBER ASCE
HYDRAULIC ENGINEER, AUTHOR,
EDUCATOR

Margaret S. Petersen, a professional civil engineer, teacher, author and active ASCE member made outstanding contributions in the area of hydraulics, water resource planning and environmental issues. She was employed as a hydraulic engineer by the Corps of Engineers for 30 years, starting in Jackson, MS working on hydraulic modeling and laboratory research and for the Missouri River division in Omaha, the Channel Hydraulic Investigations Section in Little Rock, and the Waterways Experiment Station in Vicksburg. As chief of various planning sections of the Sacramento District from 1964 to 1977 she was responsible for \$1 billion Marysville Lake Reservoir, urban flood control, delta levees, bank protection and navigation channels.

Ms. Petersen was Associate Professor, CEEM, University of Arizona where she conducted research for the Corps of Engineers on stabilization and rectification of alluvial rivers and developed new graduate courses in River Engineering and Project Planning among others. She is also author of two text books on "Water Resource Planning" and "River Engineering."

She was an invited lecturer in China, Morocco and South Africa and is the recipient of many awards by the Corps of Engineers. In 1987, she received a Distinguished Alumni Award from the

University of Iowa, where she earned her B.S.C.E and M.S. Mechanics and Hydraulics. Her active involvement in ASCE includes serving as Editor of the Hydraulics Division Newsletter, Chairman of the Hydraulics.



GRAND CANYON RAILWAY

HISTORIC CIVIL ENGINEERING LANDMARK

The Grand Canyon Railway has never been simply 65 miles of track. This railway opened an area of northern Arizona to mining, supported communities, cattle and sheep ranching and logging. It is legendary for its service to the Grand Canyon. The Santa Fe and Grand Canyon Railroad was planned and constructed to extract what was believed to be the richest lode of copper ore in the country from Anita Camp, 8 miles south of the Grand Canyon. James Bell Girard, assistant engineer under chief engineer P.F. Randall, was responsible for completing the railway to Anita.

Operations began in 1900 principally hauling ore from Anita, but also passengers, who then boarded a stagecoach for the rest of the trip to the rim of the canyon. In 1901 the mining company failed because the rich veins of ore located in breccia pipes ran out. The railway was sold to the AT&SF Railway who completed the remaining miles to the Grand Canyon to take advantage of the tourist trade to the Historic District

Engineering of the railroad required the development of grades up to 3.7%, layout of 112 standard gauge curves up to 11 degrees with super-elevation of the track, layout of the Grand Canyon yards and wyes at both ends of the railroad, and the location and construction of 56 wooden pile and frame open deck bridges or ballasted deck on concrete pile bridges.

Frequency and steepness of grades and curves on this line made it unique and difficult to run. So much so that the Santa Fe trained its engineers and firemen on this piece of track, reasoning that if a crew could handle this line they could run anywhere on the system.

This unique railroad opened travel to the heart of the national park system. Until the late 1920's the railroad was the only way travelers could travel to and see the Grand Canyon in comfort.

Although the mine played out just about the time the railroad reached Anita, it provided the spring board for the Santa Fe Railroad to acquire a new railroad for a song for access to the new resort site. Building a short extension of track to the rim of the canyon and the opening of the historic El Tovar Hotel established the Grand Canyon as a national destination for visitors. It was not until 1927 that the automobile overtook the railroad in the percentage of visitors coming to the Grand Canyon. The railroad continues to serve the traveling public.

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