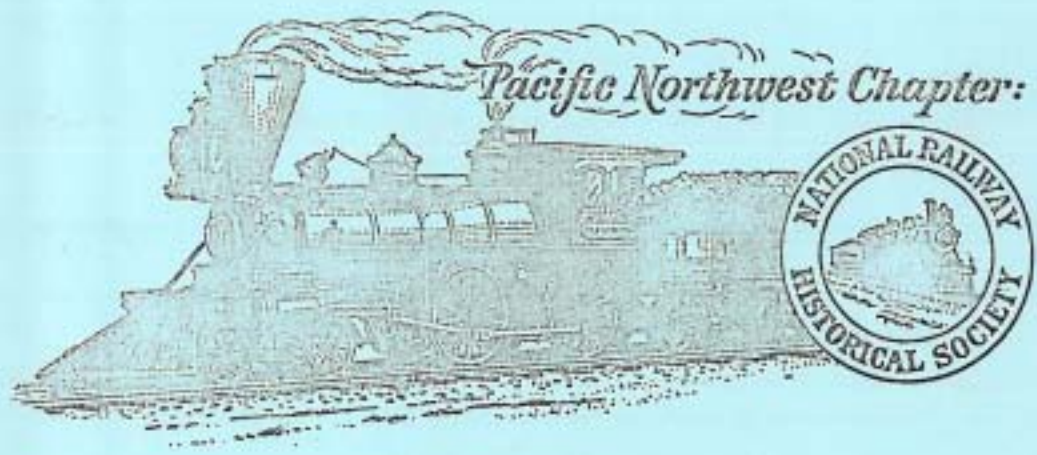


NOV 69 ¹²⁹



THE TRAINMASTER
 ROOM 1, UNION STATION
 800 NW SIXTH AVENUE
 PORTLAND
 OREGON 97209

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NATIONAL RAILWAY HISTORICAL SOCIETY
PACIFIC NORTHWEST CHAPTER

OFFICERS

president	STORZ, Charles W, Jr	146 N E Bryant St Portland Oregon - - 97211	289-4529
vice-pres	PHILLIPS, Roger W	3733 N E 15th Ave Portland Oregon - - 97212	282-7691
secretary	GREENAWAY, John E	1825 N E Cleveland Gresham Oregon - - 97030	665-8356
treasurer	SACKETT, Roger W	11550 S W Cardinal Terr Seaverton Oregon - - 97005	644-3437
chapter director	HOLST, John M	12930 N E Tillamook St Portland Oregon - - 97230	255-0631

CHAPTER NEWSLETTER
("THE TRAINMASTER")

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circulation	STORZ, Charles W, Jr	146 N E Bryant St Portland Oregon - - 97211	289-4529

CHAPTER ACTIVITIES

meetings	Once each month (except during July, August, & December) on the third Friday evening at 8 PM in Room 208 of the Union Station
excursions	One public excursion each year, "The Scandia Limited", to the Scandinavian Festival at Junction City, Oregon. Other "members only" trips by private railway car to places like Bend, Oregon or Spokane, Washington.

number 129

NOVEMBER CALENDAR

Friday
21 November
8:00 P M
Room 208
Union Station

MONTHLY MEETING NOTICE

The program for this month's meeting will be the showing of some excellent movies of steam and electric operations in Mexico taken by Don Davison.

Also on the agenda for this meeting will be the election of Chapter officers for the forthcoming year.

ADVANCE CALENDAR FOR DECEMBER

Friday
19 December

No meeting scheduled due to the holiday season.

Wednesday
31 December
9:30 P M
Track 5
Union Station

NEW YEAR'S EVE EXCURSION

All aboard for another NRHS (PNW Chapter) first! We are happy to announce another "different" trip, a New Year's Eve excursion to the town of Wishram, Washington. See flyer included with this month's issue of "The Trainmaster". Get your reservations in soon, as this trip is limited to twenty persons.

NOMINATING COMMITTEE REPORTS

The Nominating Committee, consisting of Jack Holst, Ed Immel, and Irv Ewen, met on 15 October 1969. After careful consideration and thoughtful deliberation they announced the following slate of candidates for Chapter offices for 1970:

president	Roger W Phillips
vice-president	John D Holloway
secretary	John E Greenaway
treasurer	Roger W Sackett
chapter director	Charles W Storz, jr
directors-at-large	Phil Maggs Bob Williams

All candidates have agreed to serve the Chapter in the capacities indicated if elected. Election of officers will take place at the regular monthly meeting (21 November 1969 - see notice above). Additional nominations may be made by the membership at that time.

PACIFIC NORTHWEST CHAPTER

MEMBERS PAGEMEMBERS PAGE

Two months ago "The Trainmaster", along with several other publications, bemoaned the hopelessly erratic nature of the morning train to Seattle. The Union Pacific corrected the situation and the train is again operating on time. For the number of passengers using the service one wonders why they bothered. An earlier and somewhat faster schedule could help the situation, but all of us can help by using the service whenever it is at all possible.

The Union Pacific several months ago proposed several changes in the hopelessly obsolete schedule of the Portland Rose, a train that most of us have fond memories of over many years. Some time shortly after November 20, one of only three lines of sleeping cars with sections operating in the United States will be withdrawn. During this time of the year it is possible to ride round trip over a weekend on the Union Pacific for only 110 percent of the one-way fare. Thus one may sample the joys of section travel at a very reasonable rate before the Rose's new schedule comes into effect and the sleeper is dropped along with the baggage car.

If you are not up on the etiquette of riding in a "section" Emily Post still carries information on the correct manner to enjoy the cars, i.e. the person purchasing the lower berth has the privilege of riding facing forward during the day, regardless of sex. This might be considered a case of the lower having the upper hand.

Of more importance the change provides a useful schedule to eastern Oregon and southern Idaho while making available some of the West's finest scenery to the traveler. The schedule will make it possible again to ride the so-called "City of Hinkle" to Portland by those who enjoy something a bit different in travel.

While it is easier to complain about how horrible the service a company renders is, seldom is a company complimented when it tries to improve service under quite dismal circumstances. I would like to compliment the Union Pacific on the proposed new Portland Rose service along with the increased dependability of the Seattle train.

While a letter to the company would be good for the ego of all concerned, the best way to say it would be by using the trains. Maybe your excursion director could help in this project.

number 129

THE STAMPEDE SWITCHBACK *

By Mike Duncan

In addition to crediting the publication from which the story has been taken, "The Trainmaster" staff also wishes to acknowledge the assistance given by Mr Al Mercer of the Portland passenger ticket office of the Northern Pacific Railway Company for obtaining maps and Mr Ed Berntsen at Tacoma for supplying the photographs.

It was the winter of 1881. High in the heavily timbered Cascade Mountains of Washington Territory a veteran camp cook faced a hungry gang of railroaders, waved his cleaver menacingly. He said: "This grub's fer Northern Pacific men only. You fellers have quit workin' fer the N.P., so you don't eat offen the N.P."

The trail-building forman backed up the cook, and the striking men hightailed down the west slope toward Tacoma.

Some months before this trouble, V. G. Bogue, N.P. assistant engineer at Portland, Oregon, had discovered this pass, which was to be the pioneer route over the massive Cascades. He had named it Garfield Pass, after the President. On his return to Portland, he sent two gangs of trail-builders to clear a way over which horse-drawn sleds would bring supplies to the builders of Cascade Tunnel. The men had worked hard, but had made slow progress in the heavily wooded territory. Impatient to get the tunnel going, Bogue had consolidated the two parties under the leadership of a hard-driving foreman. The weary men had gone on strike. Hence the dramatic scene at the cook tent in Garfield Pass.

Which brings us to Stampede Pass switchback. Some time after the men stampeded, a party of surveyors camped near the summit. One of them, thinking of the strike, humorously cut "Stampede Pass" into a giant fir. The nickname stuck. The pass, the small lake near the summit, and, finally, the switchback and tunnel were called by that name.

Now, the tunnel work, with only hand drills to bore through granite, progressed slowly. Three years before the bore was finally driven through, the Northern Pacific engineers decided that they would have to wait too long for the tunnel to be ready for traffic.

In 1875 they made plans to build a temporary track over the summit

* From April 1937 issue of Railroad Stories; Volume XXI, Number 5, pages 28 through 30.

PACIFIC NORTHWEST CHAPTER

The Stampede Switchback, cont'd.

on which to run trains until the bore was ready; and in the early spring of 1886 W. H. Kennedy took a locating party, ran a preliminary line for the switchback from the summit to a point less than a mile from the west portal.

J. C. Barlow revised the line, and it was adopted as the west half of the switchback. Then Barlow located the east end of the pike from the summit down to the main line at the east portal. He took charge of the construction in 1886, completed it, turned it over to the operating department. The next year trains started running over the track.

The actual time used in building Stampede Pass switchback was four months, with more than 2,000 men working in the deep gorges. Work was suspended during the winter months, so that it was June first of 1887 before the bottle of champagne was broken over the last spike, and the "Hui-chick-chick", as the Northwest Indians called the trains, could operate.

The purpose of a switchback is to ascend a steep hill or mountain.



Chinese laborers shoveling snow for Northern Pacific track-laying crews near the summit of the Cascade Range in 1886. NP trains crossed this barrier by means of switchbacks prior to completion of the "Stampede Tunnel".

(Northern Pacific Railway photo)



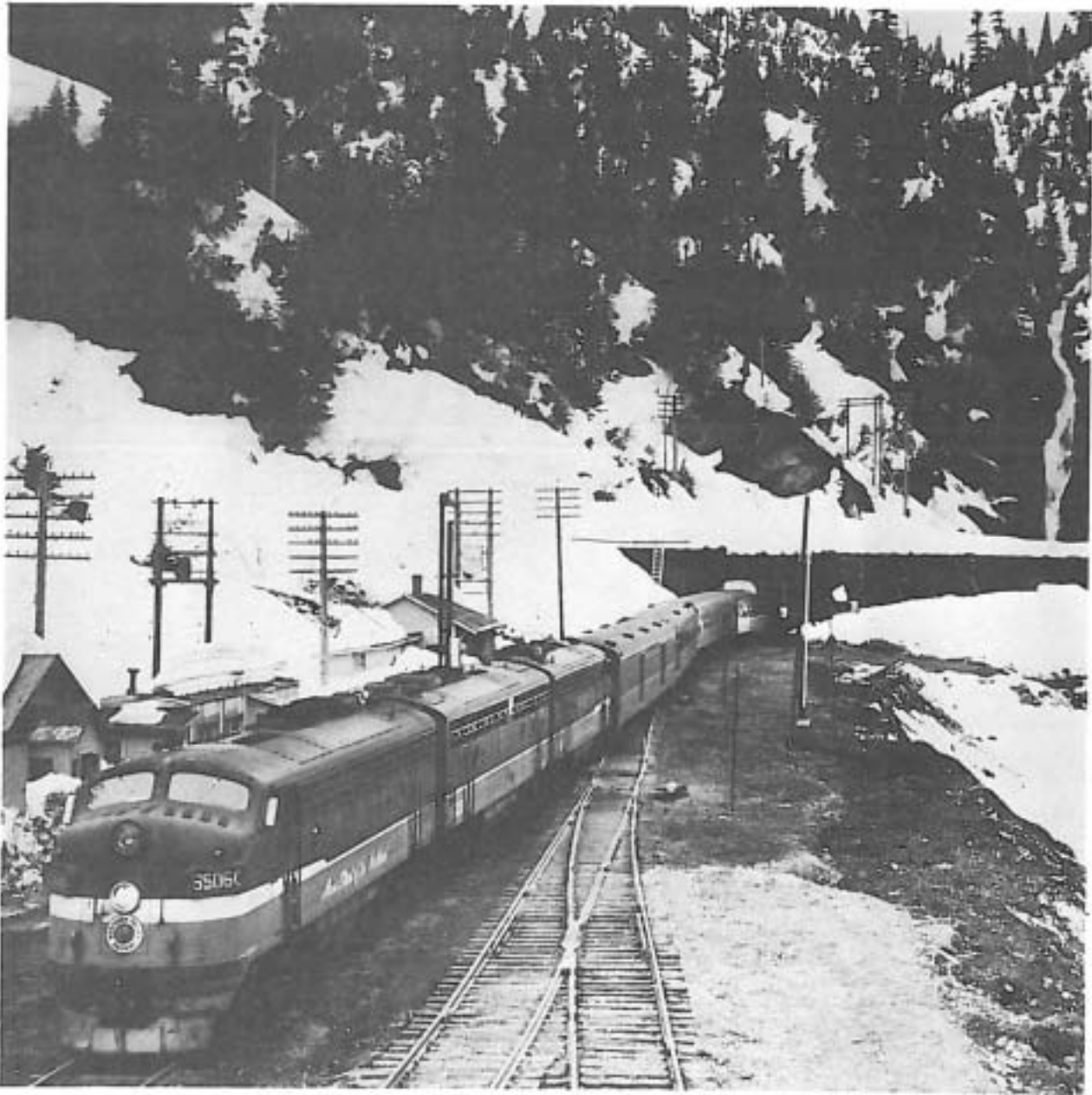
NP Engine #1 (2-10-0) near Wilkeson, Washington about 1900.
Engines #1 & 2 were built in 1866 for use on the switchback.
These were believed to be the largest of their type when built.

(photo from collection of J M Fredrickson)

PACIFIC NORTHWEST CHAPTER

The Stampede Switchback, cont'd.

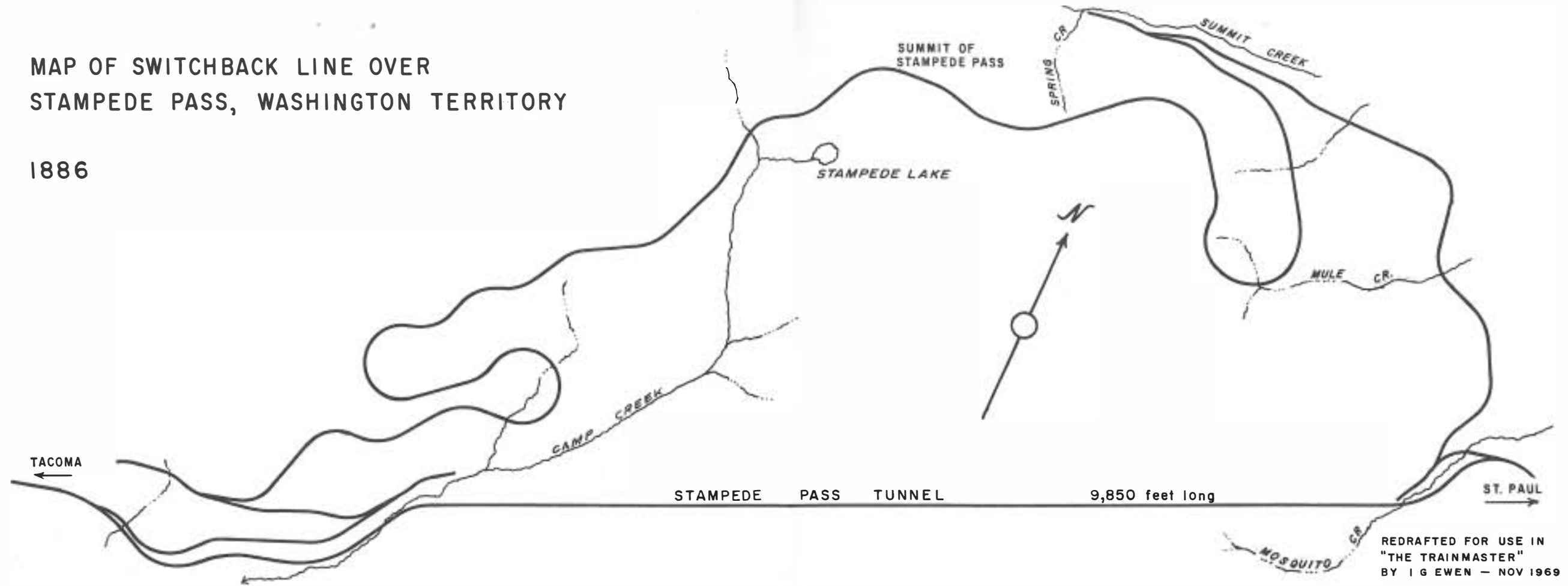
It does so by means of a series of zig-zagged grades on the face of the mountain, on which trains are shuttled back and forth until the summit is reached. Stampede Pass switchback was a little over seven miles long, the steep trackage including thirty one wooden trestles of great height and length.



NP #26, "The North Coast Limited", eastbound, emerging from the east portal of tunnel #3 (Stampede Pass Tunnel) at Martin, Wash. Picture taken during winter of 1961. (photo by J M Fredrickson)

MAP OF SWITCHBACK LINE OVER
STAMPEDE PASS, WASHINGTON TERRITORY

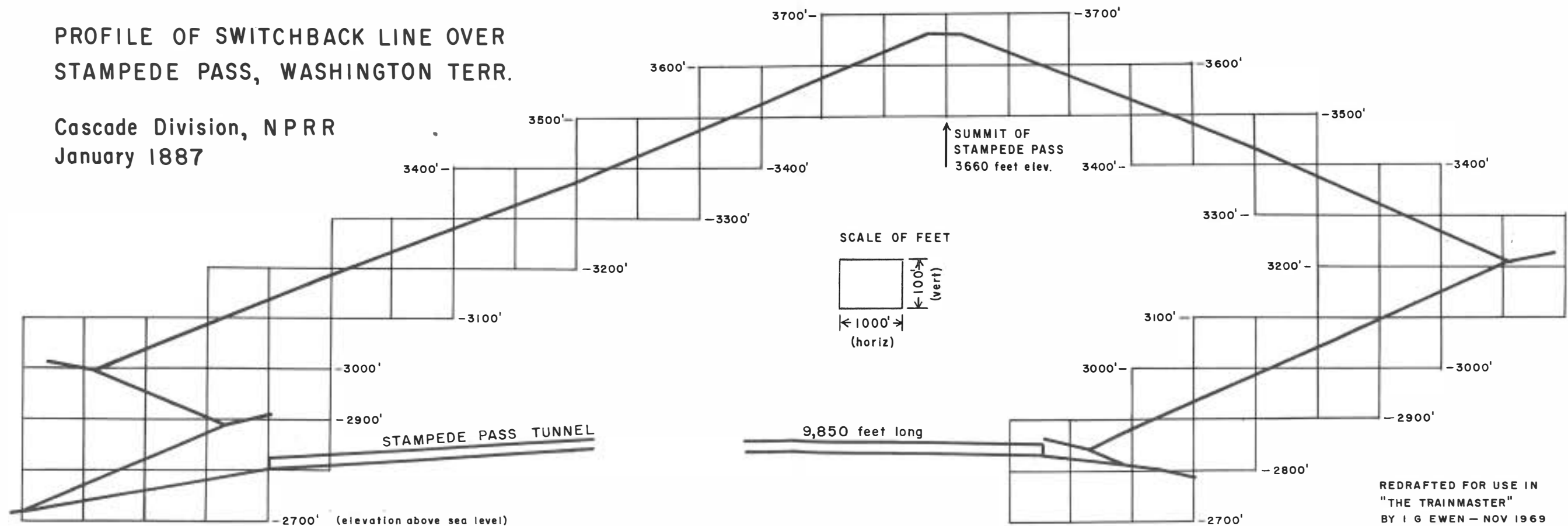
1886



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PROFILE OF SWITCHBACK LINE OVER
STAMPEDE PASS, WASHINGTON TERR.

Cascade Division, N P R R
January 1887



REDRAFTED FOR USE IN
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BY I G EWEN - NOV 1969

The Stampede Switchback, cont'd.

After the switchback was completed, the following scene was typical: straight-stacked Baldwin and Rhode Island 2-8-0's, double-headed, puffing slowly up the east slopes from Martin (2,780 ft.) to Stampede Pass summit (3,678 ft.), jerking, perhaps, a baggage car and two wooden coaches. Cinders rattling down on car roofs from the billowing black exhaust, then drifting back down the hill on the following section, a double-header behind consisting of two more Consolidations, two wooden coaches, and an immigrant box car. (In the latter, immigrants sold hot tea and coffee to plush passengers for the bargain price of 25 cents a cup.)

Black billows also rising up from the zig-zagged west slope. Two big Baldwin Decapods, Nos. 1 and 2, pound their small drivers on sanded steel, tugging at ten boxcars and a caboose. The twin freight engines gain the summit as the two passenger sections are coupled back into one train for their downgrade run into Tacoma and sea level. Each string, freight or passenger cars, takes about an hour and fifteen minutes for the trip over the mountain.

The pass had a remarkable safety record, with only one slight accident occurring to an engineer at Switch No. 2, when he was slightly bruised by the edge of the snowshed covering the tail end of the switchback.

A profile of the switchback is shown above. (Editor's note: Instead please see profile shown on fold-out sheet.) It indicates the grades and elevations.

The maximum grade was 5.6 per cent, and the average for the entire switchback was 4.88 per cent. There were five grade switches at summit spur. At Barlow's Camp, on the west side, the track almost described a giant circle, after running parallel to the ascending grade for several hundred feet, looping the tracks twice over Clear Creek.

Thus, to straddle a "straight as the crow flies" distance of 15,000 feet, which is the distance between the switchback connections with the main line at the east and west portals of Stampede Tunnel, Stampede Pass switchback wound up and down the mountains for 36,960 feet.

The switchback was short-lived, being used only eighteen months, but it enabled the Northern Pacific to run trains into Tacoma a year and a half sooner than if it had waited for the tunnel to be finished in 1888. Even at that, Tacoma was a one-railroad town until May, 1909.

So, although its old rails have been long torn up, and underbrush hides the roadbed, the pike had the honor of carrying the first train which crossed the Cascade Mountains on any railroad - and it enabled the Northern Pacific to earn the distinction of being "First of the Northern Transcontinentals."

PACIFIC NORTHWEST CHAPTER

S P & S NEWS

The Spokane Portland and Seattle Railway Company has acquired train heating cars #5 and #7 from the Great Northern Railway Company and has renumbered them #1 and #2 respectively. They have been repainted in the standard SP&S passenger car paint and carry the words "heater car" on each side. Heater car #1 utilizes the car body of an EMD F-type "B" unit. Number 2 appears to be a very short baggage or mail car converted into a heater car. We understand that the heater cars will be used with freight power on SP&S passenger runs. During the winter, snow tends to pack in the traction motors on the regular passenger power causing the motors to short. Freight units are then used during the time required to dry out the traction motors.

SP&S #750 (E7A) is in the Vancouver shops to have rusted-out body metal replaced. It should be running again in the near future with a new paint job.

SP&S #11 (S-1) has been out of service for some months due to failure of its generator. We understand that repairs are under way and it should be back in service soon.

Progress on the SP&S C.T.C. installation is becoming quite visible. A new building on West 11th Street in Vancouver has been built to house the C.T.C. machine. Additional signals are being installed and metal building for C.T.C. gear are appearing in trackside locations.

Chuck Storz

NEWS OF FORMER MOUNT HOOD RAILROAD

Now that the Mount Hood Railroad is part of the Union Pacific Railroad system . . . ex MHRR #50 (Alco 1950) is now UP #1250 complete in UP colors and with UP advertising on the cab walls . . . "Serves All The West" . . . "Route Of The Streamliners". Ever see a streamliner on the Mount Hood? Maybe Motor #10 . . . the Mack rail auto that left Hood River after serving the MHRR for the Condon, Kinzua, and Southern and now resting in fair Fossil. The paint was applied earlier this year on the 50 at Albina . . . an overhaul for the ageing ALCO.

Mount Hood business is now conducted from the UP depot at Hood River.

Heard . . . that Mount Hood depot and engine house . . . including stationary boiler remaining from steam days and most recently used to dry sand are all coming down . . . that Mount Hood's #51 still painted as MHRR 51 is being readied for movement to Utah . . . that MHRR is about to acquire a new caboosé . . . probably used from parent UP.

Ken Dethman

number 129

CLIPPINGS

from the "Wall Street Journal", 21 October 1969:

STUDEBAKER-WORTHINGTON CLOSING LOCOMOTIVE
UNIT "AS SOON AS POSSIBLE"

New York - Studebaker-Worthington Inc. announced its Alco Locomotive Inc. subsidiary will cease manufacturing operations "as soon as possible." About 150 employees will be affected.

The subsidiary produces railroad locomotives at Schenectady, N.Y. The facility has been operating at a "reduced level" since last year. In January, Studebaker-Worthington said it planned to dispose of its Alco Products Inc. subsidiary - which included the production of forgings and springs as well as locomotives.

Yesterday the company said the closing of railroad locomotive operations wouldn't affect the operations of Alco Products Service Inc., and Finserv Computer Corp., both of Schenectady; Alco Engine Inc., Auburn, N.Y.; and Alco Spring Industries Inc., Chicago Heights, Ill.

from "The Oregonian", 10 November 1969

IDAHO OKs TRAIN SHIFT

Boise, Idaho (AP) - Union Pacific Railroad has been authorized to revise the schedule and operating equipment of its Portland Rose passenger trains, the Idaho Public Utilities Commission announced Friday.

The changes, which can be effective no earlier than Nov. 20, will provide for primarily daylight operation of the trains across Southern Idaho.

The trains also may operate without sleeping car service, the PUC said, and also without carrying a baggage car. The latter can be eliminated, however, the PUC said, only if a satisfactory arrangement is made for handling luggage of passengers.

Ralph Wickberg, PUC president, said the commission believes the only alternative would have been discontinuance of the trains.

In its order, the commission said it believes the requested changes represent "a bonafide attempt by the Union Pacific Railroad Co. to meet the current passenger train dilemma by some other means than by requesting abandonment of train service."

The PUC said it has been assured by railroad authorities that efforts will be made to upgrade service in an effort to attract more passengers.

PACIFIC NORTHWEST CHAPTER

EDITOR TO MARRY TRAIN

Edward Eugene Immel, editor of The Trainmaster has finally succeeded in his life's ambition as a railfan - to marry a train! In this case it happens to be a young lady, more formally known as Miss Rachel Train. Ed and Rachel are planning to get hitched on 28 November 1969.

S P & S DIESEL DECALS

Decal sets for lettering SP&S diesel models in HO scale are now available. The set includes the newer herald and dark letters currently in use. The decals are made by the Champion Decal Company and are available at hobby shops stocking model railroad supplies at 55¢ a set. They are very accurate, good quality reproductions and are highly recommended to those modelling SP&S diesels. Write to Chuck Storz in care of the Pacific Northwest Chapter of N R H S for any further information.

THIS N' THAT

Port of Vancouver has acquired ex Port of Grays Harbor #10 (ex US Army 8080). The 80 ton Whitcomb is still lettered for the Port of Grays Harbor. Also because of its weight it is confined to the grain elevator tracks. Brief historic notes as follows:

Built by Whitcomb in 1943, builders number 60220, weight 80 tons, and rated at 500 horsepower. Originally U S Army number 8080, then Weyerhaeuser number 8080, then Port of Grays Harbor number 10, and then sold to the Port of Vancouver, Washington. Presently not lettered or numbered, but probably will become P of V #3

Also seen on the Southern Pacific has been an ex Rio Grande "B" unit still bearing the Rio Grande's colors but devoid of all lettering.

With the supposed takeover of the Rose City Transit company sometime in the future, several newspaper writers have been thinking up names for the new tri-county transit district. Some suggestions: "TART" (Tri Area Rapid Transit), "BOMB" (Bowden's - current president of Rose City Transit - Old Mack Busses), "PART" (Portland Area Rapid Transit), and so on