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March Issue, 2016

# Puget Sound Garden Railroading

Official Newsletter of the Puget Sound Garden Railway Society



Mike Phillips moderates this year's clinics.  
Photo by Bill Thurston

## The Wheels Keep Turning

Article and photos by Norm Baullinger, President

My previous columns covered two of three tunnels through the Cascades; the Snoqualmie Tunnel and the Cascade Tunnel at Stevens Pass. This month, I'll talk about the third tunnel, Stampede Pass. The Stampede Tunnel was actually the first tunnel to cross the Cascades being completed in 1888; Great Northern's tunnel was built in 1900 and the Snoqualmie Tunnel was built in 1914 by the Milwaukee Road.

The Northern Pacific Railway (NP) had a route from the east to the Pacific Northwest but shared track with the Oregon Railway & Navigation Company along the Columbia River. For independence, the NP wanted its own route and by 1881 had explored two passes over the Cascades.

To provide NP with its own route over the Cascades, the building of a tunnel through the Cascades was commissioned by the president of the NP, Robert Harris. Thus, the Stampede Tunnel was born.

Stampede Pass, originally called Garfield Pass for the then President of the United States, was discovered by Virgil Bogue, a civil engineer working for the NP. It was initially surveyed in 1881-82, starting from Tacoma, up the Green River, through Lester and on up to the pass. The recommendation was that the Cascades could only be crossed via a tunnel due to the great amount of snowfall

each winter. In 1885, with the eastern portal decided upon, Mr. Harris rode a horse up to the site favored by Bogue for the western portal and gave the go-ahead to proceed.

During the surveying, the pass name was changed from Garfield to Stampede when a group of men "stampeded" from their work due to being put under another foreman's authority, the one who worked for Bogue.

Bids were let and the Bennett brothers, Sidney and Nelson, won by underbidding others by up to half. Their bid was \$837,250 and included a \$100,000 penalty if not finished within 28 months. The brothers had a reputation for getting things done, driving workers hard.

Construction was started in mid-winter, February 13, 1886, holed through on May 3, 1888, and opened on May 27, 1888. Initially hand drills were used starting at each end making about 3.5 feet of progress per day. In the fall of 1886, air drills were introduced increasing progress to 5.9 to 6.9 feet per day. The tunnel was lined with brick and cement starting in 1889 and was completely lined by 1895.

The 9,844 foot long, 22 foot high tunnel replaced temporary switchbacks of up to 5.6% grade. The temporary line, built in 1887, required two M class 2-10-0 locomotives with special water brakes to handle a five-car train over the pass so the tunnel greatly improved getting cars over the mountains. It took an hour and 15 minutes to traverse the eight miles of switchbacks. The switchbacks remained in use through the 1890s when maintenance had to be performed on the tunnel section.

It is arched in the middle with a 2.2% grade on either side (from Easton on the east and Lester on the west). Each portal is at an elevation of approximately 2852 feet. Because of

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- Map and directions to business meeting on page 6.
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*“Wheels” continued from page 1.*

the arching, you cannot see through the tunnel. This arching caused a serious problem with bad air as the steam locomotives exhaust hung in the center of the tunnel. It became known as “Stampede Hell”. There was a fatal suffocation in 1912. As a result, gas masks were issued to the crew and eventually forced ventilation was added.

The eastern portal of the tunnel is at a location called Martin. There is a small siding just before the tunnel entrance. Also, a nice waterfall comes down the mountainside, above the tunnel entrance. It is diverted and goes under the track where the tunnel enters the mountain. The entrance has several hundred feet of concrete cover to protect it from snow and avalanches. This concrete extension was completed in 1996. Just outside the tunnel there is a small maintenance building with a stack of spare coupler knuckles outside the building.



From Easton, the track basically parallels the old Milwaukee Road railbed which is now part of the Iron Horse Trail until it splits off and heads south about 10 miles east of Snoqualmie Pass.

The Stampede Tunnel eastern portal can be found via exit 62 off of I-90. From the exit, turn south, following FS Road 54, cross the Iron Horse Trail at 1.3 miles to unmarked FS Road 420 at 1.5 miles on your left. Take this road. Keep

right when the road splits under high-tension lines at 0.9 miles from FS 54. From there it is a single lane, two rutted track road through trees. Proceed 1.4 miles to a hairpin turn and gate under more high-tension lines and park. The entrance is just a short 10 minute walk uphill, past the gate, and along the track.

The west portal is found by following FS 54 for 7.5 miles from I-90. There are two roads on the corner of a hairpin curve. The road to the west entrance is the first road. There is a BNSF RR sign at the road entrance. Park there, as the road is gated about 100 yards in with no place to turn around. Walk down the road for about 10 minutes. You will come to the tracks and see a Stampede sign next to the



track. There is the main track and a siding, with a derailer on the track. Turn left and walk another 10 minutes to the west entrance of the Stampede Tunnel. As you approach



the entrance you will hear a small creek rushing next to and below the track that has been routed under the tracks next to the entrance. Like the east entrance, an extension, though not as long, has been built to help protect it from snow slides. Looking into the tunnel you can see light a hundred feet or so inside where the extension joins the old tunnel portal.

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Ties going into the tunnel are wood and it is interesting that some of the tie plates are fastened with large screws. Two tie plates fastened with screws and then one tie plate fastened with spikes. And the pattern repeats. Outside the tunnel, after a several hundred feet, concrete ties are used.

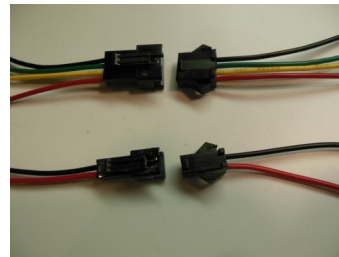


My next article will talk about a second tunnel, Tunnel #4, along this line as well as provide maps showing how to find the tunnels. In the mean time, keep those wheels turning.

## Where to Find It – Connectors

By Norm Baulinger

Most of us use battery power for our locomotives and many use a tender or other type of car for our batteries. Therefore, one needs a way to connect the battery car to the locomotive as well as make battery connections within the battery car. I've found a locking set of connectors with 10" colored leads, #22 wire, does the job just fine. They may be found at All Electronics Corp, [www.allelectronics.com](http://www.allelectronics.com). The most common are two wire and four wire connectors. The catalog numbers are #CON-340 for the two wire (\$1.35 ea) and #CON-440 (\$2.10 ea). They also have 3, 5, and 6 wire connectors. A 10% discount is available if you order 10 or more.



32<sup>nd</sup> NATIONAL  
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Norm provided clinic attendees with detailed instructions on building his home made track bender.

Photo by Bill Thurston.

## Report from the 2016 Clinics

By *Beth MacLaren*

Requests following the 2015 Clinics indicated a general wish for more presentations that were how-to-do-it talks about practical projects. This year, nearly every presentation met the criteria, as some of the related photos show.

The facility, Messiah Lutheran Church, is eminently suited as a venue, with excellent audio-visual equipment, and someone from the church operating or troubleshooting to keep us on track. There are kitchen facilities, tables for laying out the traditional pot luck luncheon, other tables for companionable dining and train chatter, and in the auditorium, comfortable seating. We made use of it all, and a crowd nearing 50 folks had an enjoyable Saturday, being tempted to try something new for our railroads. Thanks to Sharon and Chuck Carlson for making their Church home available as our Clinic home.

The crowds descended fairly quickly, set out their food offerings, and headed for the multi-purpose room, where the clinics were later presented, to examine the wares being set out on tables that were soon laden with trains and train equipment for sale and others with show-and-tell items.

Our Clinics moderator and organizer extraordinaire was Mike Phillips, who did a great job, and has agreed to take on next year's clinics as well. Mike kept things underway in a most orderly and timely fashion, and with enough breaks to keep the natives from growing restless. I will not here regurgitate the content of the Clinics since they will soon be on our website for your reference. Anyone wishing to refresh their memories on topics presented can refer to last month's newsletter.

Now that the Clinics have passed, what was it that you had hoped to learn that was not among the presentations? Let Mike know that you have the interest. Perhaps that will become one of next year's offerings. Do you have practical knowledge that others would like to know or that you think they would benefit from knowing? Let Mike know that you will do that topic as a Clinic presentation next year. Don't think you know enough about computers or about presentation software to be a presenter? Perhaps we can pair you with someone who can make that part of the presentation happen. Intimidated by "public speaking?" Get a teammate to do that with you. It makes it much less scary, and teamwork is definitely allowed!

See you at the Business Meeting, and then comes, we hope, more reliable weather and a great season of 2016 train meets.

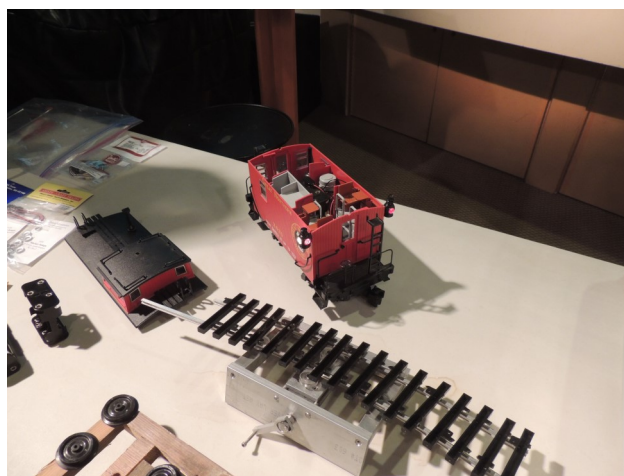
Photos on this page by Bill Thurston.



*Tom Briggs with his scratch-built spreader bar.*



*Alan Melrose admires Dawn Brightwell's Welsh railroad car creations.*



*Mike Phillips' cabooses with marker lights project.*

## 2016 Officer Elections & Business Meeting Agenda

By Norm Baullinger

It's that time of year again. All offices are up for election: president, vice-president, treasurer, secretary and membership. Nominations for any of the offices can be presented at the meeting or sent to me for presentation at the meeting. Persons nominated must be willing to run for the office and as such, they should be present at the meeting or if not, a statement should be provided that they agree to run (no blind railroading allowed). I have a summary list of the various officer duties and responsibilities. Let me know if you would like me to e-mail a copy to you.

Currently, all existing officers have agreed to be nominated for their current positions except secretary. Our current secretary has taken over as newsletter editor and as such, would like to have someone volunteer to be nominated for the position of secretary. As of this writing, I have one nomination for secretary: Elizabeth Alkire.

You must have paid your 2016 dues in order to be eligible to vote.

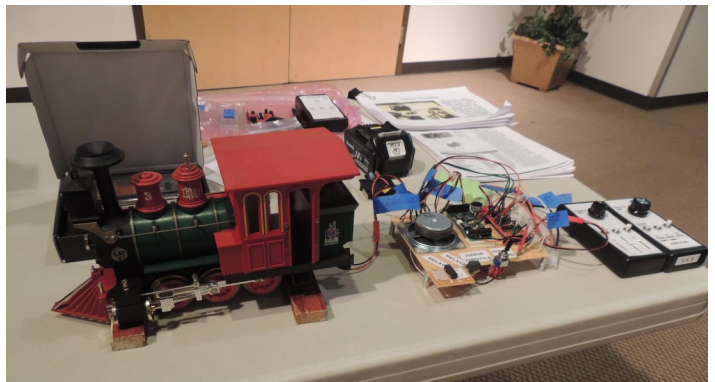
This is NOT a potluck meeting. The Eagles typically have sandwiches, chips and soup (and beer) available for purchase at reasonable prices. You can arrive early, noon-ish, and have lunch downstairs. The meeting begins at 1PM upstairs on the second floor.

I'm not aware of any old business to be continued. For new business, I believe the steamers will have a proposal to present to build a new module for them. Summary information will be e-mailed out prior to the meeting. There may also be a proposal to purchase plastic name tags versus the current paper ones we now use.

I'm looking forward to a good turnout at the meeting to generate a good discussion on any proposed items.

## Tentative Meeting Agenda

Welcome – Norm Baullinger  
President's Report – Norm Baullinger  
Vice-President Report – Jerry Madsen  
Electric Modules – Jerry Madsen  
Steamers – John Bigelow  
Membership – Brent Stuvland  
Treasure Report – Ed Mattison  
2015 Income/Expenditures  
2016 Proposed budget  
Newsletter – Beth MacLaren  
Election of Officers - Nominations  
Old Business - none  
New Business  
-New module for Steamers  
-Any other?  
Comments – Any Member  
Show & Tell (Optional, Any Member)  
Close



*Mark Howe's set up for demonstrating his throttle project based on Garden Railways article series.  
Photo by Bill Thurston.*



*John Morrison's latest Garrett.*



*Elizabeth Alkire, April club meeting hostess and nominee for club secretary.*

## Directions to Business Meeting

### From Seattle or Eastside:

Take Highway 167 south past Auburn and into Puyallup  
 Turn left onto Meridian Street heading south over bridge  
 Turn right onto River Road (Highway 167 to Tacoma)  
 Continue to the west to the second traffic light  
 Turn left onto 4<sup>th</sup> St NW  
 Follow 4<sup>th</sup> St NW to the south across the RR tracks  
 (Becomes 5<sup>th</sup> St SW)  
 Look for the Puyallup Eagles Building on the right

### From the South:

Take Highway 512 toward the east and Puyallup  
 Take exit to Pioneer Ave  
 Turn left onto Pioneer Ave and travel west  
 Turn right at 5<sup>th</sup> St NW  
 Look for the Puyallup Eagles Building on the left

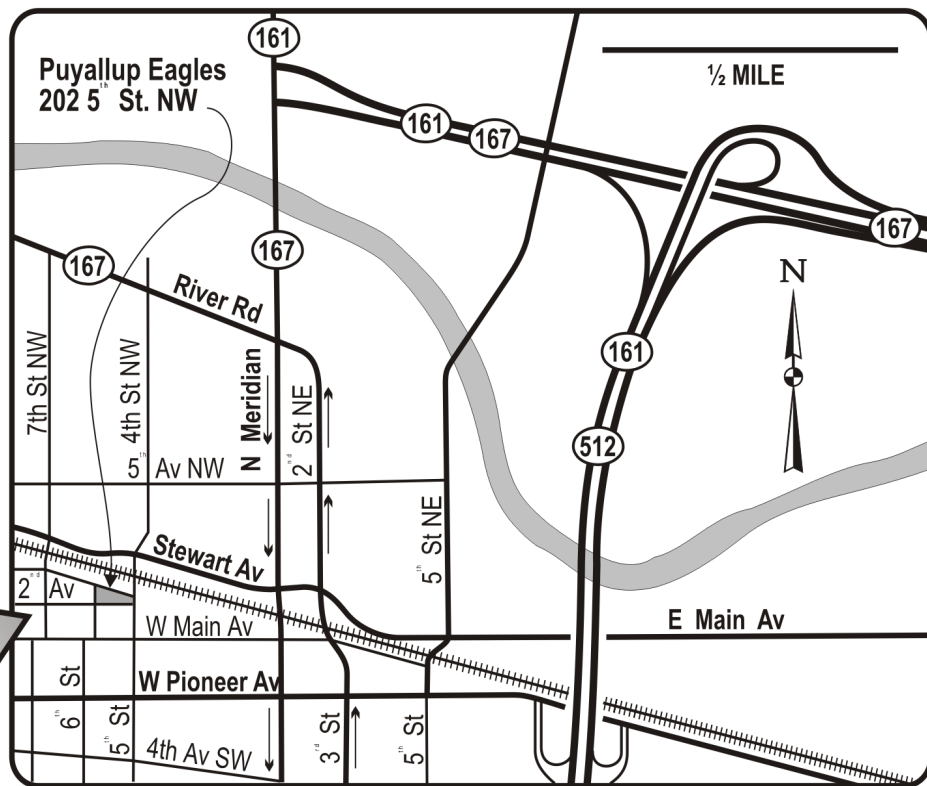
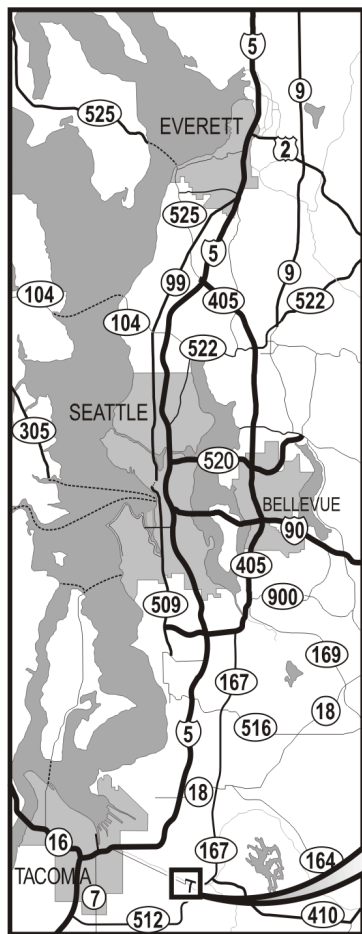
### From Tacoma:

Take Highway 167 heading east toward Puyallup  
 Turn right on 4<sup>th</sup> St NW  
 Follow 4<sup>th</sup> St NW to the south across the RR tracks  
 (Becomes 5<sup>th</sup> St SW)  
 Look for the Puyallup Eagles Building on the right



*Jerry Madsen's latest scratch built turnout with associated drawing.*

Photo by Bill Thurston



# Special Interest Groups (SIGs) and Regularly Scheduled Events

## Big Liars Club

Meets the 2nd and 4th Thursday of each month at 9:30 AM at Denny's Restaurant on 148th Ave. NE (in the Overlake area – next to Fred Myers and across from Sears) for breakfast and friendship.

## Little Liars Club

Meets at 9:30 AM the 1st, 3rd and 5th Thursday of each month at Ikea, 600 SW 41st St, Renton for breakfast and friendship.

## West Sound Liars Club

Meets at 9:30 the 2nd Thursday of each month at the Family Pancake House, 3900 Kitsap Way, Bremerton for breakfast and friendship.

## Tall Tales Club

Meets at 9:00 AM on the 1st and 3rd Wednesday of each month at the Denny's in Monroe located at 18824 US Rt 2, for breakfast and friendship.

## South Sound Liars Club

Meets for breakfast different times, places, and dates based on who calls for a meeting. Sometimes includes running trains after breakfast. Notices typically sent to all club members who have email addresses. Contact Chuck Carlson at 253-927-7062 for more information.

## Wind Up Train SIG

Kurt Sykes is hosting a monthly wind up, or clockwork, train meet at his house on the first Saturday of each month at 1:00pm until dark. Bring your vintage windups and have fun! Kurt at 253-941-4218 for more information.

## Live Steam SIG

The Live Steamers meet on the 2nd Saturday of every month at Chris Johnson's. We also meet at a member's home as shown in "Schedules and Stops" below. Contact John Bigelow (206-284-5038) or Peter Comley (253-862-6748) for further information.

## Modules SIG

Constructs and displays the club modular layout at various shows throughout the region. No set schedule, but shows are publicized well in advance. Contact Jerry Madsen (253 307 9055) to join.

## Boating SIG

For PSGRS members who are also interested in model boats. Meets the 1st Sunday after the 1st Thursday of each month at the Bellevue park just south of Bellevue Square mall. Call Dave White at (425-269-9277) for further information.

## Operations SIG—Goodson

First Friday afternoon and evening of each month from 2:00 PM until 9:00 PM at Dave Goodson's home. Scheduling and running trains as would be done on a real railroad. Please call Dave (425 823 3507) for an invitation.

## Schedules and Stops (SIG contact information is above)

Date	Time	Event	Place	Remarks
March 5		Steamers Windup	Sykes, Federal Way	
March 12		Steamup	Johnson's, Federal Way	
March 19	Noon –4 PM	Business Meeting	Eagles Club, Puyallup	Buy lunch at noon in appreciation of rent free use of facility.
March 26		Steamup	Jarrett's, Mill Creek	
April	Noon –4 PM	Club Meet	Alkire's, Lynnwood	
May 21	Noon –4 PM	Club Meet	Johnson's, Federal Way	
June	Noon –4 PM	Club Meet	Comley's, Bonnie Lake	
July	Noon –4 PM	Club Meet	Emerald Heights, Redmond	
August	Noon –4 PM	Club Meet	Morrison's, Redmond	
Sept.	Noon –4 PM	Club Meet	Howe's, Woodinville	



*Chuck Carlson's aluminum bridge inspired by Garden Railways article.*  
Photo by Bill Thurston



Return Address:  
 Beth MacLaren  
 8115 NE 122nd Place  
 Kirkland, WA 98034-5836

## Puget Sound Garden Railway Society

### Officers and Staff

**President:**.....Norm Baullinger  
 climber729@aol.com.....425 643 2722

**Vice President:**.....Jerry Madsen  
 geraldmadsen@comcast.net.....253 307 9055

**Treasurer:**.....Ed Mattison  
 crisolite@aol.com .....253 472 6338

**Membership:**.....Brent Stuvland  
 b.j.stuvland@frontier.com.....360.668 9366

*Dues are \$36.00 per year payable each January first. New members prorated. Send dues to Brent Stuvland at POB 357, Bothell, WA 98041. Send changes in membership information to Brent by e-mail or to the above address.*

**Secretary:** .....Beth MacLaren  
 bethdonmaclaren@comcast.net .....425 823 8321

**Meetings Scheduler:**..... Mark Jennings  
 m.jennings32@gmail.com.....206 218 7008

**Website Honcho:**.....Jerry Madsen  
 geraldmadsen@comcast.net.....253 307 9055  
*The club website is [www.PSGRS.org](http://www.PSGRS.org).*

**Keeper of the e-mail list:**.....Tom Briggs  
 tabtabtab@msn.com

**Keeper of the web newsletter archives:**  
 Jerry Madsen.....253 307 9055  
 geraldmadsen@comcast.net

**Purveyor of club T-shirts,  
 Sweatshirts, etc.:**.....Dwight Malott  
 djm98292@yahoo.com.....360 652 2311  
*Items are generally on display and for sale at club meetings.*

### Newsletter Staff

**Editor:**.....Beth MacLaren  
 bethdonmaclaren@comcast.net .....425 823 8321  
*Please call and then send all articles, announcements, photos, etc., to her. Nominal deadline for inclusion in the next newsletter is the 23rd of each month.*

**Newsletter Layout:**..... Bill Thurston  
 thurston.bill@gmail.com.....253 265 1712

**Maps:** ..... Tom Briggs  
 tabtabtab@msn.com .....425 885 3894

**Print circulation** ..... Mark and Marie Howe  
 mlhowe1234@hotmail.com.....360-668-4764

*Electronic circulation by Bill Thurston*

**Contributors:**  
 Articles by Norm Baullinger and Beth MacLaren.  
 Photos by Norm Baullinger and Bill Thurston.

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