

Hover-- Kennewick
Railroads

Hover, Dec. 24- A large crew is at work laying track between Kennewick and Hover on the Portland & Seattle railway. The tracklayer, known among railroad men as the Pioneer, is capable of laying two miles of track a day and has constantly with it six cars of ties, three cars of rails, one car of spikes and one car of tieplates.

A single track will be laid as far as Hover and then the outfit will return to Kennewick and complete the work of laying another track paralleling the first one, as the road is to be double tracked through and about fifteen miles beyond Hover. In a very few days regular trains will be running between Kennewick and Hover. The Yakima Herald, Dec. 24, 1906.

Wallula Railroad 1875

Quite a delegation of our citizens were down at the depot on last Sunday afternoon to witness the arrival of the first regular train through to this city. The comes came up in tow two hours and a half from Wallula.

--Walla Walla Union, Oct. 30, 1875

An Olympia paper attempts to poke fun at our railroad because it takes $2\frac{1}{2}$ hours to make the trip between here and Wallula, and tells of an expressman, I.V. Mossman, who once made the trip on horseback in less time. All this may be true; we presume there are other men and other horses in Walla Walla who can outride and outrun the cars but they can't haul as big loads of freight.

No one claims that at present it is a fast road, but it beats anything about Olympia considerably, and was not built by pic-nic parties either, as they attempted to do at that city...

--Union, Nov. 27, 1875

Railways

Lyons Ferry. Palouse-Snake river

Many have crossed but few persons have ever seen this spectatular \$1,000,000 bridge on the Union Pacific's Spokane to Portland line.

...picture shows the highest bridge on the Union Pacific located approximately eight miles upstream from Ayer Junction close to the point where the Palouse river empties into the Snake river.

The structure was started by the old North Coast railroad and was taken over and completed by the Union Pacific in 1912. The steel portion of the bridge is 3,920 feet in length and stands 280 feet above the Snake river which will be widened considerably in future years by the backwater from one of the proposed lower Snake river dams.

The Palouse river may be seen in the picture at the right corner. Palouse falls are only a few miles above the bridge.

On the far side of the Snake river may be seen the tracks of the Northern Pacific which runs to Riparia to be joined by another UP line. The NP and Prairie railroad, operating between Riparia and Lewiston..
Spokesman Review, Feb. 20, 1949.

Boat railway plan.

The high cost of building and maintaining a canal at Celilo to improve the Columbia water route induced congress to order further investigation and in 1888 a board of engineer officers was convened to report upon the feasibility of a plan selected by congress of overcoming obstructions in the river by means of a boat railway.

With the aid of verticle hydraulic lifts the one at one end 77 feet high and the other at the other end 63 feet high, vessels were to be removed entirely from the water and transported by car over a broad guage track about nine miles long around the obstructions and then returned to the river at the lift at the other end, wrote Capt. William W. Harts of the corps of engineers in an official report to Brig. Gen John M. Wilson, chief of engineers, US A dated Dec. 30, 1900.

Maj N. J. Ichler, corps of engineers in 1874 in his official report said, "The importance of the proposed improvements cannot be overestimated. The difficult problem of engineering which must be solved will at least at one of the localities, The Dalles, (five mile rapids* as first study appear almost insurmountable.

The next investigation made by the government under the direction of congress were in 1879 when a detailed and comprehensive survey with a project for improvement was made by Major C.F. Powell, corps of engineers. This provided for the use of the river at low water stages from The Dalles as far as the foot of the Celilo falls by an open river without locks. The passage of Celilo falls was provided for by a canal and locks on the Washington bank. The estimated cost of this project was \$7,674,495.51. A supplementary project permitting the use of the river during high water was included, requiring \$2,842,848.20 additional or a total of \$10,517,343. for improvement of all boating stages.

The report of the board of engineers delivered in 1890 was favorable and the cost of the boat railway was estimated at \$2,860,356.35. A

portage road around the obstructions constructed and operated by the government free of cost to shipper was recommended by the board for immediate relief, the boat railway not to be put in until requirements of navigation demanded.

In 1890 a second board was convened to reconsider these plans. It submitted a report, April 12, 1893, recommending the construction of a free portage road first and the construction of a canal with locks as a later and more permanent improvement to be built when found necessary to meet demands of navigation. A portion of this board however submitted a minority report recommending a boat railway practically as embodied in the previous report of 1890. Congress apparently ~~soon~~ acting on the recommendation of this minority report appropriated on August 18, 1894 \$100,000 and on June 3, 1896 \$150,000 for construction of this boat railway without making any provision for the construction of a free portage railway.

According to Capt. Harts preliminary work connected with the boat railway was started promptly the acquisition by the U.S. of right of way being the first step. Eminent proceedings were instituted in some cases. Actual construction of the boat railway was delayed, however, pending the time when full right of way might be obtained further action by congress being necessary in order to effect an exchange of land belonging to the U.S. for land belonging to the Oregon Railway & Navigation Company.

Many objections arose among river men to any scheme of improvement of this section of the river by which their vessels were to be removed from the river and carried about nine miles overland on a railway, others objected on the ground that the estimated first cost and the difficulties of maintenance and operation of a boat railway likely would be found greater in practice, no such having ever been operated.

A survey was commenced late in July, 1900 under Philip G. Eastwick

and completed Oct 15, 1900 with a party of 15 men. This proved for the abandonment of the boat railway and substitution of the construction of a chain of canals which are at present a feature of the upper Columbia river. Captain Harts was the recommended officer.

odd sections prior to 1885 had a valid title to their land, congress passed remedial legislation, this protected the settlers and permitted the ry to select as its indemnity timber lands which were much more valuable than claims relinquished.

NP By act of July 2, 1864, incorporated to build ry and telegraph from Lake Superior to Puget Sound, in a line north of the 45th parallel with a branch down the Columbia river to a point at or near Portland.

Yakima city in 1882.. (see attached)

when the road went into the hands of a receiver. In 1879 a new company resume construction and by 1882 about 1,000 miles remained to be built.

The NP was to use the north bank of the Columbia.

Villard secured control of the Oregon Steam Navigation company with its boats and portage railways, organized the Oregon Railway and Navigation Company and built a continuous railroad on the south bank of the Columbia. Purchased Oaker's Wzlla Walla road and changed it to standard gauge. His Columbia developments led NP to abandon its plan to build down the north bank and so his new coup he got control of the NP itself. , by buying as much of its stock as he could and then organizing a blind pool into which he invited his friends to put \$8 million without knowledge of its purpose and with no security except his reputation. , his new company, the Oregon and Transcontinental held controlling interest in NP and the O.R. and N and Villard became president of both roads. The NP was rushed through, connecting in 1883 with the Columbia river road near the mouth of the Snake. The line across the Cascades by way of the Yakima Valley and Stampede pass was completed in 1888. His holding company failed three months after he drove the last spike on the NP. The cost of building roads at rate of three miles a day, unexpectedly high. In 1887 he was again in control of the NP and remained a director of the road until 1893.

Congress granted by all odd sections of land for forty miles on each side of the tract in Territories and for twenty miles in states from St. Paul and Duluth to Puget Sound and to Tidewater on the Col. Not supposed great amount of lands would be occupied, but when company applied for title to the lands, found that thousands of acres of land had been taken up under general land law. Congress therefore granted other lands to railroad in lieu of those occupied, these to be selected within a strip ten miles on each side of the original grant. , changed again litigation, dragged through courts from 1888 until 90s. The decision was that persons who had settled on

locomotive in Pittsburg in 1872, seven and one-half tons, twentyeight inch drivers. Rails were four by six fir, sixteen feet long and joined and wedged into the ties. Surfaced with strap iron two inches wide turned down and spiked into the ends of the rails and also spiked on top. Later, iron rails in iron lengths brought from Wales. Cow-catcher supplemented with Scotch collie dog which drove stock ahead of train and sit down to wait for train to come up. Heat hauled on flat cars and a box car with seats along the side was the passenger coach, locally known as the hearse.

Plans of Asa Whitney and George Wilkes whose plans were first considered by Congress in the forties. Whitney wanted land grant sixty miles wide from Lake Michigan to Mouth of Columbia on Puget sound. He had a commercial scheme of financing the road as it advanced by selling the land as fast as the rails reached it. Wilkes suggested the govt. sell its own lands and built its own road.

~~Fremont's report to Congress~~ Congress authorized Pacific Railroad Surveys in March 3, 1853, and four routes investigated, including northern route traversed by Governor Stevens and party.

Henry Villard, German by birth and a newspaper correspondent in the Civil War while visiting in Germany in 1873 was employed by the bondholders of Ben Holladay's Oregon and California Railroad company to go to Oregon in their interests. Holladay had floated bonds for more than \$10 million in Germany and was not able to pay the interest. Villard effected a reorganization of Holladay's lines which assured a connection with the Central Pacific in California and then turned his attention to the Columbia river route to the east.

Congress had given the NP in 1864 the right to build a road with a liberal land grant. About 500 miles of track had been laid by 1873

Rush for gold mines stimulated owners of portage roads at Celilo to introduce steam traction.

The Oregon Portage Railroad was the one which brought the first locomotive built on the Pacific coast, it was built at San Francisco by Vulcan Iron Foundry design, had habit of spouting water and cinders from its stack which ruined passengers who didn't keep under cover. It was called the Pony, was taken back to San Francisco after two years service in Oregon and helped level sand hills of the city.

It is true that twenty one camels were brought to British Columbia by Frank Laumeister in 1862, used to pack on the portages to Cariboo and made regular trips for over a year..man drunk shot one for a moose. They could easily carry twice the load of a mule and they found ~~food~~ their own forage but their feet were not suited to travel on rocky and marshy ground and pack trains or mules became unmanageable when they scented the strange beasts. After litigation, camels withdrawn. Some turned loose in the Okanogan country and last survivor died about 1905.

Most famous of the early wagon roads was the Mullan road, 7 624 miles long from Fort Benton at head of navigation on the Missouri River to Walla Walla. , started in 1859, completed in 62 at cost of \$200,000.

First railroad in the interior was the Walla Walla and Columbia built by Dr. Dorsey S. Baker. It was thirty two miles long, extending from the vicinity of Wallula to Walla Walla and had

Logs floated down the Yakima in 71, surveyors used whisky bottle half filled with water , lacking instruments, held horizontally for sighting rafted to spot near Wallula called Slabtown existed as western terminus of road. Branch line was built to Wallula. Baker bought

Moxee-Naches

railroad

The North Yakima & Valley road has recently been built into Moxee City but the new tract is not yet surfaced so that passenger coaches can be safely run over it.

The company, however, expects to install passenger service over all this part of the line in a short time and will then make some changes in the schedule so as to start trains out of North Yakima for Moxee City at the same time with trains for Naches.

A track is being built at the north end of the Northern Pacific passenger station for the trains of the North Yakima & Valley. Its completion will enable passengers to use the station platforms and do away with much inconvenience heretofore experienced-Yakima Republic, Oct. 28, 1910

Railroads

The Northern Pacific officials say that the company will build a new depot at this point during the coming year.

It is planned to be of brick and will be extensive enough to meet the requirements for many years to come and will occupy the site of the present depot.

In case the city forces the company to change the depot location by opening up Yakima avenue, it is intimated that the new building will be placed some distance out of town--Yakima Herald, November 13, 1890.

Pasco Railroad bridge

Col. Huson, engineer-in-charge of construction on the Cascade branch, has made a survey for the great iron bridge to be built over the Columbia river at the mouth of the Yakima. It will be three-fourths of a mile long, contains a draw to admit the passage of vessels, and be much superior to the one over the Snake.

-- The Dalles Times-Mountaineer, Feb. 21, 1885

Walla Walla Railroad (3)

group and invited all to follow and join in a toast, an invitation which was promptly accepted. I am glad to be able to say that this eccentric railway has since disappeared being superseded by one much more desirable.

--Rambles in Northwestern America

John W M. Murphy, London, 1879

Walla Walla Railroad

...The next stoppage was made at Wallula, a port town and shipping point claiming the distinction of supporting neither lawyer, physician nor minister and only one schoolteacher...

I went ashore there intending to go to Walla Walla in Eastern Washington territory. On landing I was informed that the stage had left in the morning and that the only means of reaching my destination was to hire a farm waggon or secure a seat in a goods truck attached to a miniature train that ran 15 miles into the interior on a wooden line of rails. Having secured an interview with the president, secretary, conductor and brakeman of the road, he informed me that he would book me as a passenger on the payment of \$2 and that sum being paid I was placed on some iron in an open truck and told to cling to the sides and be careful not to stand on the wooden floor if I cared anything about my limbs. I ~~prom~~ promised a strick compliance with the instructions and the miserable little engine gave a grunt or two, several wheezy puffs, a cat-like scream and finally got the car attached to it underway. Once in motion it dashed on at a headlong speed of 2 miles an hour and rocked like a canoe in a cross sea. The gentleman who represented all the trail officials did not get aboard but told the engineer to go on and he would overtake him in the course of an hour. Before I had proceeded half a mile I saw why I was not permitted to stand on the floor of the truck for a piece of hoop iron, which covered the wooden rails in some places curled up into what is called a "snake head" and pushed through the wood with such force that it nearly stopped the trail. After this was withdrawn the engine resumed its course and at the end of seven weary hours hauled one weary passenger, with eyes made sore from the smoke and coat and hat nearly burnt off by the sparks, into a station composed of a rude board shanty, through whose apertures the wind howled, having made the entire distance of 15 miles in that time. The route of this famous

Walla Walla Railroad(2)

railway ran through a sandy alkaline desert capable of producing nothing but rank wild sage and kindred useless shrubs; hence, houses were scarce and those seen were perched on the banks of some stream. Life was active enough there, however, for immense prairie schooners, as the wagons are called, drawn by teams of 7 or 8 ~~high~~ pairs of mules or horses, or 10 of oxen, wound in long serpentine lines over its bluish surface; and some of ~~the~~ ^{their} drivers had the temerity to challenge the president of the railway line to run a race with them in his old machine; but he scorned their insinuations, and kept quietly walking beside his train.

I found a farmer's waggon at the station bound for Walla Walla and was furnished a seat in that on condition that I drove the team while the owner slept, a proposition I gladly accepted but I soon repented of my bargain as every driver I met who had any sense of humor in him began to make fun of my "stove pipe" hat and to suggest that I ought to take my first lessons in driving behind donkeys. The badinage was, as a rule, so original and witty that I had several good laughs at my own expense; I found after awhile that the chaff was richly merited, as my black broadcloth coat was one mass of burnt holes in the back and my silk hat looked like a sieve. I did not bless that railway, perhaps.

I arrived in Walla Walla, however, in safe bodily condition and without any greater inconvenience than being severely stared at and sometimes laughed at as I drove through the streets to the hotel. When I alighted there a party of friends crowded around me and commenced roaring, slapping their thighs and turning me around to have a look at me; and the facetious ones began to congratulate me on my "holey" appearance, my spotted raiment, Jehu-like qualities and such other terms ~~and~~ as could express their sense of humor until the landlord quietly led me away from the boisterous

Railroadbuilding

The mammoth water tank is nearing completion.

The frame of the machine shop and roundhouse has been raised...

The ~~xxxxxx~~ tracklayers are driving ahead, and are now 14 miles above this city, and will probably reach Teanaway in about a week.

Contractor Hunt has moved all of his camp to points beyond Cle Elum. Some of his forces have passed the mountain and will commence grading at once.

The Cascade tunnel is 9985 feet in length. The work is progressing at the rate of 12 feet per day; 7 feet at the east end and 5 feet at the west end. At the present rate of progress it will occupy $2\frac{1}{2}$ years for construction.

Work has commenced on the new depot and division headquarters...

— Localizer

— The Dalles Times-Mountaineer, Oct. 2, 1886

Stampede tunnel

The Stampede tunnel is now more than half finished.

~~—Times-Mountaineer,~~ June 25, 1887

Railroad

Col. Bennett has been engaged by contract to build 50 miles of the railway from Yakima westward which will take the track to the foot of the Cascade mountains west of Ellensburg. forces will be at once engaged in bluff work. W. O. Washington Farmer,
January 3, 1885.

Ainsworth the land on which the land grant will then be available
 or negotiating loans in order to aid further construction-
 Washington Farmer, Nov. 29, 1884.

The population of Yakima and the immediate vicinity has been
 increased during the past week by over 500 by reason of the rail-
 way graders, tracklayers and the on wheels movers having pitched
 their tents so close that we can smell the axle grease on the
 car wheels and see the small boy putting percussion caps
 and pins on the track ahead of the locomotive (copy)
 The grade is now completed to town and Christmas is about
 the day for our grand jubilee-Washington Farmer, Nov. 29, 1884.

The track was laid across Topnash creek last Monday and then the
 tracklayers doubled back on their trail and spent the remainder
 of the week putting in side tracks and preparing everything
 for the inspection of the government commissioners up to the
 86th mile post west of Ainsworth. The cars are running to within
 18 miles of Yakima City--Washington Farmer, Nov. 29, 1884.

The railroad company, we are informed on the west side of the
 mountain has a good road cleared out on the line of the railroad
 over which the supplies for the road are hauled for the railroad
 hands. This road is within 10 miles of the wagon road over the
 Snoqualmie-Washington Farmer, Nov. 29, 1884.

together with the teams massed there between the two lines of wagons. The structure gave but little under the strain.

The next day Cap. Kingsbury, inspector reported that the work had beendone in a satisf ctory manner ad warrangs were drawn on the county treasurer in payment for the same in favor of G.F. Swigert, agent of the Pacific Coast Bridge company.

"ith the railway cutting the bluff on the west and the wagon bridge spanning Yakima river to a handsome grove touching the east bluff, the scene in the canyon now presents a choice subject for artist's pencil and reallymakes a handsome view... Washington Farmer, N^v. 29, 1884.

Business men are requested to get their special advertisements ready for the GrandHoliday Boom Edition of the Farmer to be issued V^hristmas Day on the occasion of the c lebration of the completion of the Main Trunk Line of the Northern Pacific Railway to this city. That issue will contain 12 pages devoted to the country, its prominentsettlers and business men. A handsome premium will be paid each contributor for articles appropriate to the occasion...Yakima Herald, Nov. 29, 1884.

Mr. Olaf Windingstad, an engineer representing Paul Schulze, land commissioner of the Northern Pacific Railway company for the department of this coast, is here engaged in laying out the depot ground, shops and the site of the future capital of the state. The work will require ~~the~~ his presence during the next thirty days. ~~Farmer~~ Washington Farmer, Nov. 29, 1884.

Thegovernment commissioners hav accepted twenty fivemiles of the main trunk of the Northern Pacific railroad west of Kiona on the road leading from Winsworth via Yakima to Tacoma on Puget Sound. It is expected they will accept another section of 25 miles as they return from Portland, which will make 78miles west of