

SEATTLE, PORT ANGELES AND WESTERN RAILWAY.

VALUATION SECTION WASHINGTON 1.

The Seattle, Port Angeles and Western Railway extends from a point of connection with the Port Townsend and Puget Sound Railway (formerly Port Townsend Southern Railroad) at Discovery Junction in a general westerly direction near and paralleling the water front of the straits of Juan de Fuca, thru the City of Port Angeles to a terminus at Deep Creek, west of Twin River Station, a distance of approximately 71½ miles.

The beginning of this project was by the Port Ludlow, Port Angeles and Lake Crescent Railway Company, incorporated in November 1911, under the laws of the State of Washington. In December of the same year its articles were amended changing the name to the Seattle, Port Angeles and Lake Crescent Railway Company, in January 1915 this Company was succeeded by the Seattle, Port Angeles and Western Railway Company, the capital stock of which was owned by the Chicago, Milwaukee and St. Paul Railway Company.

Preliminary examination and some surveys were made by the promoters of the project prior to and during the year 1912. In November 1912 more systematic and complete surveys were begun of a route from Port Ludlow on Puget Sound, via Sequim and Port Angeles to near Piedmont, on Lake Crescent.

Subsequently the project for a terminus at Piedmont was abandoned and instead the route was extended westward from near Joyce, on the line as since constructed, and the eastern terminus was tentatively fixed at Oak Bay on Puget Sound, near the town of Chimacum and the surveys were modified accordingly.

Later a connection was made with the Port Townsend Southern Railroad and the eastern terminus was established at Discovery Junction, which is located on the easterly shore near the southerly end of Discovery Bay. The location surveys were made and completed as far west as Majestic in 1912-13; from Majestic to a point about 2½ miles west of Twin Station in 1916; and from the last mentioned point to the terminus at Deep Creek in 1917. The location and construction provided for ruling grade of 2.5% west bound, and 2.0% east bound, with maximum curvature of 16 degrees, and average maximum curvature of 12 degrees.

The line generally was constructed thru a heavily timbered country. A number of high timber trestle bridges across the deeply

cut streams and water courses were necessary. The construction thru the city of Port Angeles and along the water front there and eastward was difficult and expensive owing to the close proximity of the bluff, involving a large amount of excavation work and some land slides. Further difficulties and expense were occasioned for the protection of the roadbed and track from action of the waves and tides. The early destruction of pile work and parts of the trestle bridge work along the water front at Port Angeles by teredoes required the reconstruction of extensive portions of the bridge. Troublesome and expensive slides in the cuttings and embankments along the bluffs between Majestic and Twin Rivers and west of Twin Rivers added greatly to the cost of construction. The section of the line from Port Angeles west to Majestic was completed and put in operation in 1914; the section between Port Angeles and Discovery Junction was completed in 1915; the extension from Majestic westward to a point about 2½ miles west of Twin Rivers was completed in 1916, and the extension to the present terminus at Deep Creek was completed in 1918.

The track was laid with 65# rail.

Prior to the completion of the line between Port Angeles and Discovery Junction a car ferry landing was constructed at Port Angeles by the Milwaukee Terminal Railway Company for the purpose of transferring cars by barges to the Chicago, Milwaukee and St. Paul Railway at Seattle. After the connection with the Port Townsend and Puget Sound Railroad at Discovery Junction had been established this transfer of cars by car ferry was made at a landing constructed by the Milwaukee Terminal Railway Company at Port Townsend and the landing at Port Angeles was discontinued and removed.

On December 31st, 1918, the property of the Seattle, Port Angeles and Western Railway Company, and its operation, was taken over by the Chicago, Milwaukee & St. Paul Railway Company and subsequent to that time operated by the latter as the Olympic Division.