

## MILWAUKEE TERMINAL RAILWAY COMPANY

## VALUATION SECTIONS WASHINGTON 1 to 8 INCLUSIVE

At the time of construction of Puget Sound Extension it was found that the competitors of the Chicago, Milwaukee & St. Paul Railway were strongly entrenched in the cities of Seattle and Tacoma, especially in the industrial sections devoted to lumber mills. The distance from terminals, and topography, prevented the St. Paul Company, except at excessive cost, reaching directly some of these important industries. To overcome this condition the Milwaukee Terminal Railway Company was organized on April 7, 1908, and incorporated under the laws of the State of Washington for the purpose of constructing trackage and ferry landings and the operation of car ferries from the main terminals of the Chicago, Milwaukee & St. Paul Railway to reach these industrial sections, and also to reach some of the more important tidewater mills located at points on Puget Sound that had been theretofore without rail facilities. Landings were constructed and service inaugurated also to connect the rail lines at Seattle with the railroad of the then Bellingham and Northern Railway Company at Bellingham, and of the Seattle, Port Angeles and Western Railway at Port Angeles and Port Townsend.

Accordingly, in 1908 an engineer from New York, familiar with car ferry systems there and on the east coast, was employed and an organization effected to design landings and barges and to carry out the system on Puget Sound.

At Seattle a three track transfer landing was constructed in 1909, connecting with trackage of the Chicago, Milwaukee and St. Paul Railway at the Forest Street Slip of the latter company. At the same time one three track and three single track landings were constructed on Salmon Bay at Ballard (now a subdivision of Seattle); Salmon Bay being an arm of the Sound, now used as a part of the Lake Washington Canal system joining Puget Sound with Lake Washington. In the same year a three track landing was constructed in the Chicago, Milwaukee and St. Paul Railway Company's slip at its sound terminal at Tacoma, to be used in connection with the operation of a similar three track landing located on Front Street at Tacoma, and serving industry trackage constructed along Front Street from Old Town (McCarver Street) to the plant of the American Refining and Smelting Company, and serving besides the smelter, various lumber and shingle mills located along its route. In the same year the Milwaukee Terminal Railway Company obtained a franchise from the City of Tacoma and built a line approximately  $1\frac{1}{2}$  miles in length connecting with the railroad of the then Tacoma Eastern Railroad Company in the vicinity of A and 27th Streets, and extending easterly to Commerce Street and northerly on Commerce Street to a connection with the Northern Pacific near 15th Street.

in 1911 the trackage built by the Milwaukee Terminal Railway Company on Commerce Street was, together with some trackage already on the street belonging to the Northern Pacific Railway, made the joint property of the two companies.

In 1912 single track transfer landings were constructed at Port Blakely and Eagle Harbor--which are located across the sound from Seattle, these two landings serving the Port Blakely Mill Company and the Pacific Creosoting Company respectively. The three track transfer landing at Bellingham, in connection with the operation thru the Bellingham and Northern Railway Company, was also constructed in 1912. A single track transfer landing was constructed in Port Angeles in 1914, but was replaced in 1915 by the construction of a three track landing at Port Townsend, these landings being used for the transfer of business between the Chicago, Milwaukee & St. Paul Railway Company at Seattle and the Seattle, Port Angeles and Western Railway. In 1915 there were also constructed in connection with the Tacoma System minor landings at plants of the Buffelin Lumber Company and the Northwestern Wooden Ware Company, located on Commencement Bay at Tacoma.

Due to the decrease of lumber shipments by rail from tide-water mills and the construction of the Lake Washington Canal, the landings at Ballard were made inoperative and they were removed. The three track landing at the Sound Terminal at Tacoma was removed in 1916 to make way for the construction of Dock No. 2 and a single track landing installed at another location, across the waterway from the original landing.

At the beginning of operation the transfer of cars between landings was handled by two-three track, twelve car, timber barges built for that purpose in 1909. Two additional similar barges were built in 1912 and in 1914 one two track six car barge was purchased.

In 1917 the steel ferry boat which has been in use by the Northern Pacific for transfer of their trains across the Columbia River at Kalama was purchased and converted into a three track 20 car barge.

Prior to the construction of the tug "Milwaukee" the operation of car barges was handled entirely by the tugs of private companies. The barge service at Tacoma is still handled in that manner.

The tug Milwaukee is of steel construction 117'6" long with 22'6" beam, and draft of 15 feet and has a gross tonnage of 222 and net tonnage of 101; equipped with vertical triple expansion engine which has an indicated horse power of 898.

All landings were built on tidewater and were so constructed as to permit the transfer of cars from landings to barges at all but the extreme stages of tide. At Seattle, Bellingham, Port Townsend and the Sound Terminal and Front Street landings at Tacoma, the transfer of cars to and from barges is effected from shore by switch engines. At other landings, where switch engines were not available, special haulage systems had to be provided.

This water born traffic, together with the operation of the Front Street and Commerce Street Lines at Tacoma, were operated by the Milwaukee Terminal Railway Company until December 31st, 1918, at which time the property of that company and its operation, was taken over by the Chicago, Milwaukee & St. Paul Railway.