

PATHS TO THE FUTURE

THANKS TO OUR PARTNERS

EXPLORE THE OLYMPIC PENINSULA

Visit a dozen sites from Port Townsend to Forks, where trains once steamed and whistled, bursting with timber, freight, and passengers. Now the proud history of the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) is part of the 130-mile Olympic Discovery Trail. You can walk or cycle these routes through one of the most beautiful natural areas in the country. Discover their fascinating past and imagine the paths to the future.



Courtesy of Bert Kellogg Collection of the North Olympic Library System

DUNGENESS RIVER BRIDGE

Built by the Chicago, Milwaukee and St. Paul Railway, the bridge first carried trains in July, 1915.

Cover: Dungeness River Railroad Bridge, 2015; Photo: Margie Palmer



Milwaukee Road Historical Assn.
office@mrha.com
www.mrha.com



Peninsula Trails Coalition
info@peninsulatrailscoalition.org
www.peninsulatrailscoalition.org



Olympic Peninsula Visitor Bureau
800.942.4042
info@olympicpeninsula.org
www.olympicpeninsula.org



Clallam County Historical Society
360.452.2662
artifact@olypen.com
www.clallamhistoricalsociety.com



Jamestown S'Klallam Tribe
360.683.1109
info@jamestowntribe.org
www.jamestowntribe.org

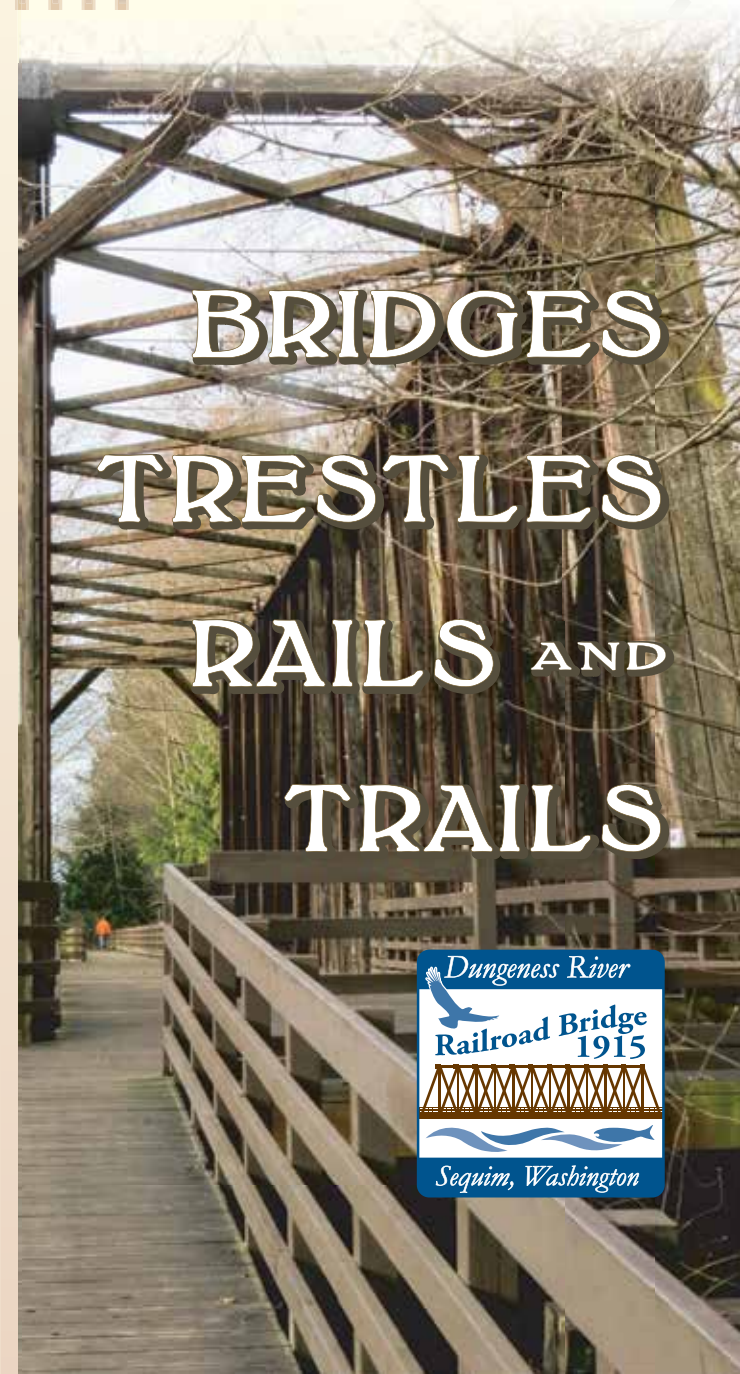


Olympic Peninsula Audubon Society
www.olympicpeninsulaaudubon.org

Dungeness River Nature Center



1943 W. Hendrickson Rd. • PO Box 2450
Sequim, WA 98382 • dungenessrivercenter.org/
360-681-5636 • info@DungenessRiverCenter.org



BRIDGES TRESTLES RAILS AND TRAILS



IN ITS HEYDAY...

the Milwaukee Road carried both freight and passengers. It transported logs from Twin Rivers, Elwha and Joyce; manganese from the Crescent mine; manufactured product from Port Angeles; lumber from Carlsborg; and manufactured and farm products from Sequim. In 1924 alone, 2,149 carloads were moved eastward!



Courtesy of the Clallam County Historical Society

1890s

The first of hundreds of miles of North Olympic Peninsula railroad tracks were laid. Many were short rail lines for timber harvests. Railroads enabled loggers to reach deeper into the forests.



Diane Foss and Foss 118 departing Port Townsend, Last Barge March 29, 1985.

Photo: John Illman, courtesy of the Seattle and North Coast Railroad Historical and Technical Society.

FOR ABOUT 70 YEARS...

the Milwaukee Road continued its North Olympic Peninsula route by barge from Port Townsend to Seattle. For most of this period, the Railroad owned two barges and a tugboat. They made five round trips per week to Seattle, where the trains could rejoin the main line. The tug, which served Bellingham and Winslow, as well as Port Townsend, logged over a million miles in Puget Sound.

1914-1915

Passenger service began across the North Olympic Peninsula. The coming of the railroad provided a major boost to the development of areas along its corridor.



Photo: Angeles Studio courtesy of Clallam County Historical Society

Celebration of the first passenger train in Port Angeles, Washington, July 21, 1914.

1918

The end of World War I also signaled the end of the U.S. Army's forestry efforts on the Peninsula. In 1917, Lt. Colonel Brice P. Disque had been given command of the Army's Spruce Production Division with the charge of supplying adequate Sitka spruce for Allied aircraft production. At its Clallam County site, plans called for building 175 miles of railroad, and 2 sawmills, employing 6,000 men in 20 logging camps. Only 36 miles of the Spruce Railroad No. 1 were built before the War ended, and not in time for war production. However, the Division's work stimulated spruce and other lumber production in the following decades, and now the railroad bed is the site of a beautiful lakeside trail.



U. S. Spruce Division. Log train at Joyce, 1917.

Photo: Bert Kellogg Collection of the North Olympic Library System

Olympic Division		Port Townsend-Twin Rivers.		READ UP 6-20-20		
5	33	31	Mia.	32	34	8
AM	PM	AM		PM	PM	PM
11.00	7.58	11.05	0	10.45	7.48	1.58
11.53	8.35	11.40	12.5	11.10	8.55	2.25
12.58			28.0			1.20
	8.25	11.40	12.5	10.00	6.55	PM
	8.38	11.43	14.0	9.57	6.52	
	8.53	11.58	20.0	9.42	6.27	
	9.05	12.19	25.8	9.30	6.25	
	9.29	12.25	32.1	9.15	6.10	
	9.39	12.35	35.8	9.05	6.04	
	9.38	112.43	39.5	8.57	5.53	
	10.05	1.10	50.9	8.30	5.25	
	PM	1.25	54.5	AM	7.09	
		1.33	55.3		7.58	
		1.35	59.6		7.51	
		1.48	61.3		7.45	
		1.46	61.2		7.38	
		1.54	67.3		7.37	
		1.58	68.3		7.30	
		2.00	69.3		7.25	
		2.06	71.6		7.23	
		2.10	73.6		7.20	
		2.13	74.9		7.18	
		2.25	78.5		7.08	

Milwaukee Road timetable from 1920 shows service from Seattle and Port Townsend, then westward across the Peninsula. It includes early railroad stops, indicated in gray on the map portion of this brochure.

Timetable courtesy of the Joyce Depot Museum.

1931

Passenger rail service was discontinued.

1985

Track removal began.

1988

The Peninsula Trails Coalitions began plans to use the abandoned railroad corridor to create the Olympic Discovery Trail from Port Townsend to La Push.

1990

The Dungeness Railroad Bridge was purchased for recreational trail use. Many acquisitions followed.

2015

100th Anniversary of the Dungeness Railroad Bridge.



BRIDGES, TRESTLES, RAILS AND TRAILS

7 Morse Creek Trestle, Olympic Discovery Trail, East of Port Angeles, from US 101, north on Straitview Drive, less than one block

Originally built in 1914, this 400 foot bridge and trestle was refurbished by volunteers in 1999. It spans Morse Creek, 25 feet below. From here, the Olympic Discovery Trail follows the old railroad grade along the coastline of the Strait of Juan de Fuca into Port Angeles.

Photo: Margie Palmer

8 Former Port Angeles Freight Depot, currently Pacific Rim Hobby, Olympic Discovery Trail, 138 W. Railroad Avenue

Greg Scherer, proprietor of this shop has gathered a fine collection of historical railroad pictures, including Port Angeles Western, Milwaukee Road and Seattle North Coast railroad ownerships. Visitors may view them in a binder on the counter in the shop's train section, where a variety of model trains are also on display.



Photo: Sue Chickman



Photo: Margie Palmer

13 Rayonier # 4, Willamette Geared Engine Lauridsen Blvd and Chase Street, Port Angeles

This locomotive, built by Willamette Iron and Steel Works of Portland OR in 1924, is one of 6 remaining of the 33 produced. It was originally used in Longview by Long-Bell Lumber Company, and acquired by Rayonier in 1947 to move logs to the log dump at Sekiu.

2 Larry Scott Trail, Olympic Discovery Trail

This eastern end of the Trail runs from Port Townsend Boat Haven to Four Corners. There is access at the Boat Haven, along Cape George Road, and at Milo-Curry Road.

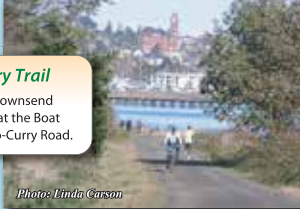


Photo: Linda Carson

3 Jefferson County Historical Society Research Center 13692 Airport Cutoff Rd (Highway 19), Port Townsend

The Center contains articles, records, and photos pertaining to the Port Townsend & Southern and the Milwaukee Road Railroads. Admission.

9 Joyce Depot Museum East of the Joyce General Store, 50883 Highway 112

This log cabin style depot was finished in 1915, designed to appeal to tourists and local passengers. The Milwaukee Road promoted travel to the Sol Duc Hot Springs Resort via this stop, though timber was the main reason for the railroad here. The depot is now a treasure of local history featuring railroads and related memorabilia. Donation appreciated.



Photo: Sue Chickman

10 Spruce Railroad Trail, Lake Crescent, Olympic National Park, Olympic Discovery Trail From US 101, access at East Beach Road or from Camp David Jr. Road

The Army's Spruce Production Division completed 36 miles of the railroad, but not in time for it to fulfill its purpose of transporting spruce logs for use in planes for World War 1. Remains of two tunnels built for the railroad bed, can still be seen while walking this spectacular lakeside section of the Trail.

11 Shay Engine Tillicum Park, Forks

This locomotive, serial no. 3348, was built in April 1930 and first operated as the Ozette Timber Company Number 10, 3-truck Shay. Later, it became the Rayonier, Number 10, 3-truck Shay. Both owners operated the Shay north of Forks. It is a geared steam locomotive designed to handle the steep and curving tracks of western logging railroads.



Photo: Andrew Craig Magnuson

12 Forks Timber Museum 1421 S. Forks Ave, Forks

The museum offers a look at the history of homesteading, farming and logging in the Pacific Northwest, where oxen, horses, steam donkeys and trains were used for logging well into the modern day. Admission



Photo: Courtesy of the Forks Timber Museum



Photo: Margie Palmer

4 Blyn, Sequim Bay Scenic Pullout and Transit Shelter, Olympic Discovery Trail, North side of US 101, Jamestown S'Klallam Tribal Campus

The interpretive sign here, and two others in the next mile westward along the Olympic Discovery Trail document the rich heritage of this area, formerly crossed by the Milwaukee Road. S'Klallam is the English spelling of *ḥwəsqwəyem* meaning "the strong people." Historically, a S'Klallam tribal village was located nearby. By the early 1900's Blyn was a bustling center of commerce.

5 Johnson Creek Trestle, Olympic Discovery Trail

East of Sequim, from US 101, north on Whitefeather Way. Trestle is to the west. A sign depicts a Seattle and North Coast F7 Diesel in green and yellow livery crossing the 85 foot high, 410 foot long trestle. It was originally built by the Seattle, Port Angeles and Western Railway Co. in 1914.



Photo: Chris Perry

6 Dungeness River Bridge, Railroad Bridge Park, Olympic Discovery Trail 2151 West Hendrickson Road, Sequim

This majestic 156 foot bridge crosses the Dungeness River. Built in 1915, it is one of the last timber Howe through truss railroad bridges remaining. The Park also hosts the Dungeness River Audubon Center, which exhibits a large collection of museum-quality mounted birds and other wildlife. Donation appreciated.



Photo: Sue Chickman

