

Point Defiance Bypass Project

Technical Advisory Team

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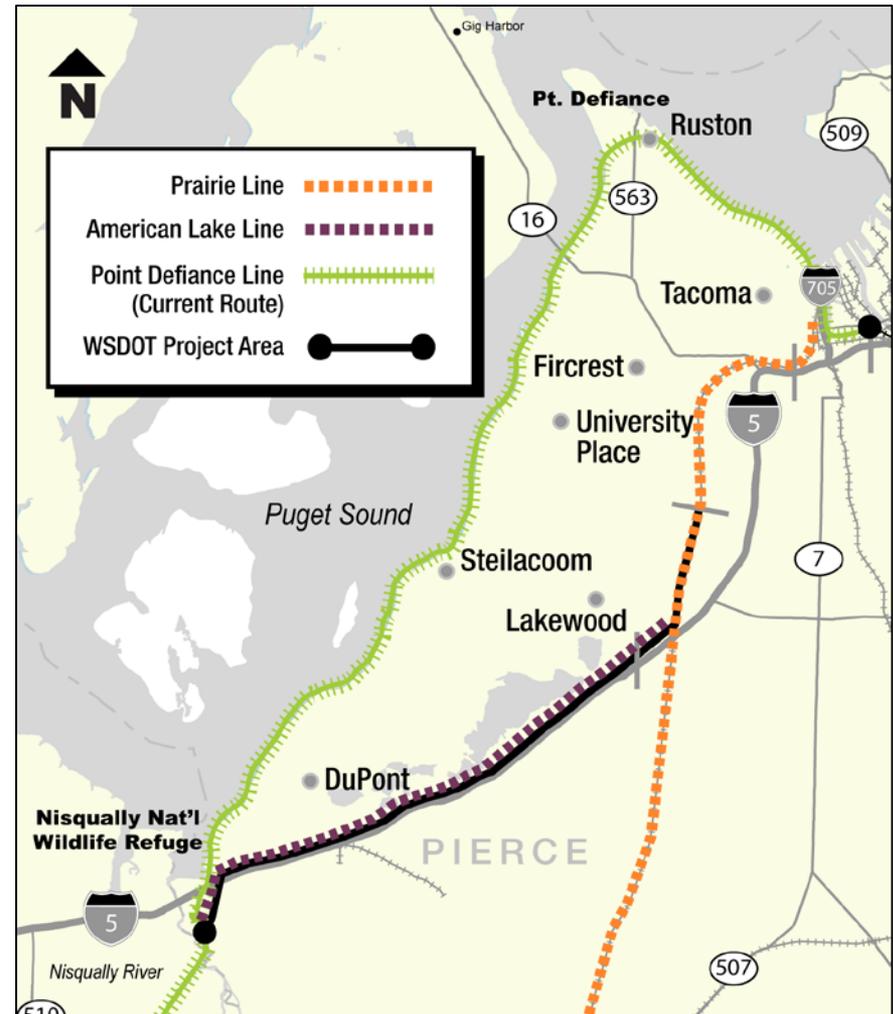
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History of Rail Lines in the Point Defiance Bypass Project

The proposed project traces three rail lines built at different times.

- The Prairie Line - 1873
- American Lake Line -1891
- Point Defiance Line - 1914



The “Prairie Line”

- Built in 1873 from Tenino to Tacoma
- The only rail route between Tacoma and Portland for 40 years
- In 1914, 28 daily passenger trains used the line to Lakewood
- Used as a passenger route until 1956
- In 1973 through-freights (i.e. Seattle to Portland) were removed.
- In 1986 the line from Yelm to Tenino was abandoned.
- In 2003 the line through downtown Tacoma was closed

Present Day Steilacoom Boulevard SW circa 1927

Looking South along "Prairie Line"



(NP Joint Facilities Book #2, Photo No. 11-191)

Present Day 100th Avenue SW circa 1927

Looking South along "Prairie Line"



Lakeview Station circa 1927

Looking north along "Prairie Line" at about present day 108th St. SW



The “American Lake” Line

- Built in about 1891 as part of the Grays Harbor Line running through Olympia
- The only rail route between Tacoma and Portland for 40 years
- In 1914, six daily passenger trains used the line
- Used as a secondary passenger route until 1956
- In 1973 through-freights (i.e. Seattle to Portland) were removed.
- In 1986 the line from Yelm to Tenino was abandoned.
- In 2003 the line became the only rail route to JBLM and South Tacoma

Camp Murray Station circa 1928

American Lake Line looking northeast at Barksdale Avenue SW crossing



Original Mounts Road Bridge circa 1927

Looking northeast along American Lake Line



(NP Joint Facilities Book #7, Photo No. 11-768)

The “Point Defiance Line”

- Built between 1912 and 1914
- Most of the freight and passenger trains were re-routed over the line when it opened for service
- The line avoided the steep grades of the “Prairie Line” but was 4.5 miles longer
- Nelson Bennett Tunnel is more than $\frac{3}{4}$ of a mile long under Ruston and shorter Ruston Tunnel
- Originally double track throughout, a single track installed through the tunnels in 1988 for double-stack container, auto rack, and Boeing airplane parts cars over 20 feet tall
- Mud slides and unstable slopes on this water-level route were documented as early as 1921
- Line is used by BNSF, Union Pacific Railroad, and Amtrak trains
- In 2006 the line averaged 41 through-freight trains and eight daily Amtrak trains

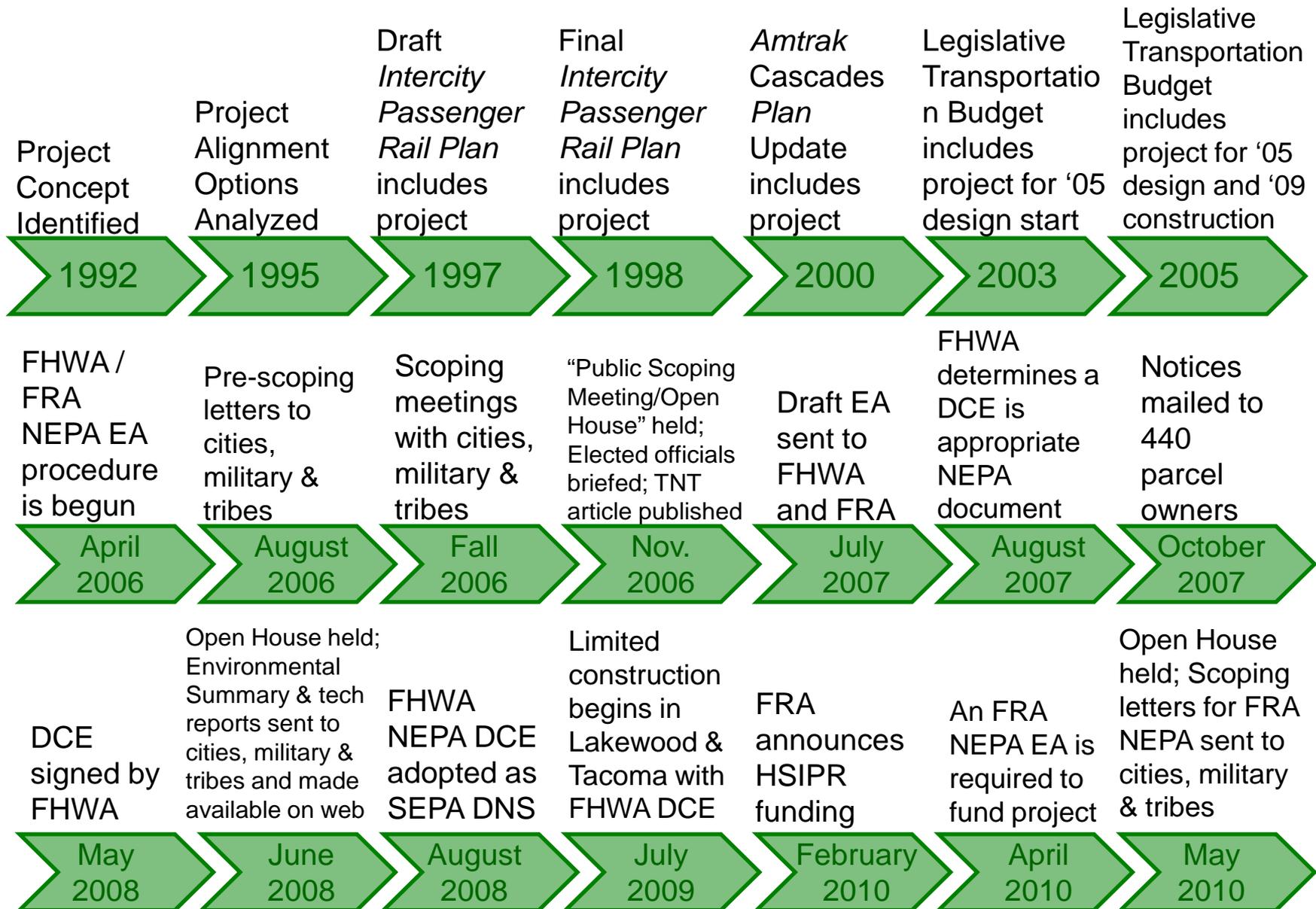
North portal of Nelson Bennett Tunnel circa 1927

Looking West with the town of Ruston above



(NP Joint Facilities Book #2, Photo No. 11-110)

Point Defiance Bypass Project History



Future meetings

- Review schedule (handout in binder)
- General agenda for first technical meeting
 - Review Concerns
 - Build Base Screening Criteria
 - Determine analysis priorities
 - Align data
 - Identify additional data needs

For more information

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