

Chicago - March 23, 1966.

Messrs. P. J. Cullen
R. N. Edman
H. C. Minter
N. E. Smith

Herewith memorandum of our meeting this morning in connection with request of President Quinn that a study be made of our Port Townsend-Discovery Jct.-Port Angeles Line, and of the feasibility and preliminary cost of providing a barge landing at Port Angeles, etc.:

It was decided that each Department represented would develop information as follows:

TRAFFIC 1 - Traffic Potential:
a. Port Angeles
b. Port Townsend
c. Port Townsend-Discovery Jct.
d. Sequim-Port Angeles, incl. non-agency
stations of Agnew and Carlsborg.
e. Port Angeles-Discovery Jct., incl. non-
agency stations of Blyn and Maynard.

Gross Station Revenues = 1965

Port Angeles	\$ 3,807,499	
* Agnew		- none last five years
* Carlsborg	148,587	
Sequim	58,667	
* Blyn		- none last five years
* Maynard	24,101	
	<u>\$ 4,034,854</u>	

* - Non-agency stations (Branch Line 51 miles)

No record for Port Townsend or Discovery Jct. to Port Townsend, since it is owned by Port Townsend Railroad (12.3 miles).

ACCOUNTING Traffic study for four months: January, April, July and October. (Updating of a 1960 study)

Fair value of Port Townsend Railroad

ENGINEERING

- 1 - Determine if we own suitable amount of property necessary for the location of a Transfer Bridge at Port Angeles.
 - a. Estimate cost standard 3-track 75' Transfer Bridge

cont'd

ENGINEERING

con'td

Estimate cost standard 3-track 100' Transfer Bridge
(This may be necessary account severe high
and low tides at Port Angeles, also depth
of water)

- b. Annual cost of maintenance of tracks, bridges,
etc., between Port Angeles and Discovery Jct.
(Saving if abandoned)
 - 1. Port Angeles to Sequim (Saving if abandoned)
 - 2. Sequim to Discovery Jct. (Saving if abandoned)

Condition of line between Discovery Jct. and
Port Townsend, and other tracks owned by Port
Townsend Railroad Company.

OPERATING Determine additional charge to handle barges to Port
Angeles. (Port Townsend to Port Angeles)

Savings. (Crew called at Port Angeles to connect
with the barge at Port Townsend could
very well do the unloading and loading
of the barge at Port Townsend, switch
CROWN-ZELLERBACH Plant and any other
switching necessary at Port Townsend,
and return to Port Angeles)

Many other things were discussed and you each have
a copy of Mr. Anderson's letter to Mr. McGinn (12/27/65) and
of Mr. McGinn's letter to Mr. Quinn (2/28/66) and we have re-
viewed Mr. Quinn's file.

Since I have a very heavy schedule of station clos-
ing hearings, a rate hearing at Pierre, S.D., etc., I hope we
can have another meeting the third week of April.

Will advise date later, and we will then consoli-
date our work into a general recommendation to President Quinn.

Chicago - April 27, 1966.

Messrs. F. G. McGinn
L. V. Anderson

Referring to the attached clipping from
the SEQUIM PRESS of April 20, 1966:

On Thursday, April 21st, in company with
Pierce Davis of our Seattle Industrial Department
and T. M. Pajari, met with Mr. Tom Neal, Manager
of the Port of Port Angeles, and he showed us a map
showing where they had options on 740 acres of land
near Agnew. They are trying to pick up more of this
area.

He did not name the Company which was in-
terested in locating there, but he had been to Portland
the day before to meet with the Bonneville Power Company
as this Company wants power in this area by 1968. The
Bonneville Power Company said they were not able to
provide it before 1969.

Mr. Neal was flying to Washington on Friday
(22d) to contact Senators Magnuson and Jackson.

I understand the bauxite is to be shipped
from Australia and is to be made into ingots for
further handling.

Att.

ORIGINAL SIGNED
R. G. SCOTT

SEQUIM PRESS

PUBLISHED WEEKLY AT 337 W. WASHINGTON ST., SEQUIM, WASHINGTON 98382
\$3.00 Per Year In Clallam And Jefferson Counties - \$4.50 Elsewhere. Single Copy 10 Cents

Entered as second class matter at the Post Office at Sequim under Act of March 8, 1879

Wednesday, April 20, 1966

Rumor Running Rampant

Rumors were running up one side of US 101 and down the other between Sequim and Port Angeles this week concerning the possibility of a large manufacturing plant locating in the Agnew area.

Depending on which rumor is listened to, the plant could be to take magnesium from sea water to about anything that can be imagined.

Several Agnew residents reported that they had either signed or were offered options on their land for a price well above the generally accepted values. The size of 700 acres is the one most commonly quoted for the big project.

Estimates of employment at the new plant say about 300 as soon as construction begins to about 1000 within

three years.

The location of the possible project appears to be near Green Point. One resident, owning waterfront property in the area, is reported to have refused to discuss the possibility of selling.

Opinion on the possible project seems to be divided. Some see a rapid boom in the area caused by the 5000 or so people moving to the area to provide the labor force and needed service. On the other hand, some point to the calamity of doubling the school population in two to three years.

Considerable concern is also being voiced by those who consider that any large industrial expansion in the area would serve to diminish or shut off the stream of

retirees moving here. They point to possible pollution of the air and terrible traffic problems that they say would be caused by a rapid influx of new people.

Those favoring the project, point to the additional jobs provided and the spur to all business on the peninsula—particularly the firms associated with homebuilding.

When all the rumor spreaders are grouped together, one fact emerges. No one knows what is in the wind but everyone seems to be hoping one way or the other. One rumor says that an announcement is scheduled to be made by someone on something sometime this Friday—or next.

Chicago, April 20, 1966
X-24991

Mr. R. G. Scott:

Attached is statement showing the estimated annual maintenance cost for the Port Townsend-Port Angeles, Washington branch lines per our discussion.

	<u>Track</u>	<u>Signals</u>	<u>Bridges</u>	<u>Total</u>
1. Port Angeles (MP 49) to Discovery Junction (MP 12)	\$61,439	\$ 1,298	\$32,405	\$95,142
2. Port Angeles (MP 49) to Sequim (MP 31)	30,522	826	19,843	51,191
3. Sequim (MP 31) to Discovery Jct (MP 12)	30,917	472	12,562	43,951

NES/lp



cc: Messrs: P. J. Cullen
R. W. Edman
H. C. Minter