

Burke-Gilman Trail

"There was a time in this fair land when the wild, majestic mountain stood alone against the sun... long before the Indian, the White men and the Wheel..." (fr. Gordon Lightfoot). The "coming of the Railroad" reasonably begins in the period somewhere between the 2nd Century B.C. and the 3rd Century A.D., with the Greek mathematician and inventor, Heron of Alexandria, who made contrivances run by water, compressed air and steam to turn a wheel (Columbia U. Encyclopedia). But these "engines" were no more than contrivances until 1769, when James Watt, a Scottish inventor and engineer was asked to repair Thomas Newcomen's steam engine and made the first practical solution to the harnessing of steam power. In 1826 the first U.S. Railroad was a few miles of weedy track out of W. Quincy, Mass., its locomotives being horses and oxen" (Max Gunther, NYTimes). Then a self-taught man (only 52 DAYS of schooling), vested with many talents and named Peter Cooper, built the first locomotive in the U.S. in 1829 - an upright boiler on a flat car known as "Tom Thumb". Other engines and other names followed: "tea kettle" and "Iron Horse" - the latter really caught on. By 1837 the boilers were horizontal. (NYTimes + Life Mag.) By then stories of the wealth and freedom of living in the "far West" were firing men's hearts: "Some men looked in the future and wanted to see an Iron Road running from Sea to Sea, Over the mountains and over the plains..." (Lightfoot) There were very few who could accept such a dream but they came anyway, by schooner round the Horn or by "prairie schooner" over the mountains and plains. But Congress was sold on the Railroad Dream and granted a wide right-of-way across the Continent to provide for suitable alignment of the Rails: the route went south to Sacramento from Omaha - the last spike driven in 1869.

Meanwhile, the sawmill town of Seattle was replacing and extending the oxen-powered logging skid roads with little steam engines and rails also brought 'round the Horn. Coal and other mineral deposits appeared to be in abundance in the Cascades and closer and the logging railroads began to hook up with mines or barges on Lake Washington. One "iron road" headed south towards Walla Walla but soon ran out of funds. The Northern Pacific began a spur line from the Columbia River northward and Seattle then made a generous bid of funds and waterfront property for an NP terminal here. But Tacoma was better suited for development as a railroad town. Seattle renewed efforts to build its own road, headed for "the Pass" to Walla Walla, to make its own connection with the Transcontinental Railroad. The rails "went broke" again - this time at the rich Renton mines - but the road became a financial success and began the process of tying the Puget Sound hinterland to Seattle's port and fabrication facilities (fr. Roger Sale).

A twenty-six year old lawyer arrived in Seattle in 1875 - two years older than the town itself - his name was THOMAS BURKE. He was a business pioneer - speculator, "boomer" (of Seattle's natural attributes + spirit), promoter and, most importantly, solicitor of and spokesman for Eastern capital. Thomas was the son of an Irish immigrant, born in a New York farmhouse, the eldest of five children. Afflicted with a partially crippled arm, farm work was difficult; his alert intelligence and love of learning turned him towards a professional career. After the death of his mother the family moved to various farm sites in Iowa where he studied and did odd jobs like grocery clerking. He enrolled in Ypsilanti Seminary - an experimental school with both classical and modern studies - where he developed his talent for oratory. Mixing classes and teaching, he graduated and entered the Ann Arbor Law Dept but finances forced him to drop out. By reading law with a practicing attorney he gained admittance to the bar. Served very briefly as city attorney of Marshall, Mich., because the town was "dead"; boarded the new transcontinental train to San Francisco, then a steamer to Seattle. (fr. Robt. C. Nesbit)

Through a series of deals the NP acquired the Seattle and "Walla Walla" RR around 1882 in an effort by Portland to gain control of Puget Sound ports and

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facilities.

At this time another lawyer arrived in town: DANIEL HUNT GILMAN. Born in Maine (1845), he graduated from Columbia Law School in 1877 and went into law practice in New York City. Here he gained considerable commercial experience and acquaintance in Wall Street and other financial centers. He quickly became a close associate of Thomas Burke. Gilman was an inveterate optimist and a "shoestring" operator with a talent for keeping up appearances among moneyed people.

The Northern Pacific drove the last spike in the completion of the northern transcontinental railroad in 1883. Its western terminus was in Tacoma and the spur lines to Seattle and Portland were intended to drain the northwest through Tacoma - a plan that Seattle found to be infuriating. Besides the service to Seattle was poor and the passenger and freight rates were exorbitant, generating even greater hostility. Then, when service stopped altogether, "Seattle" planted potatoes in the right-of-way and the NP restored service in fear of losing their Federal franchise due to "abandonment" of the line (Gordon Newell).

In 1885, a group of twelve Seattle people, led by Thomas Burke and Daniel Gilman decided to have another try for a Seattle-based railroad - this time northward to Spokane and connecting to the Canadian Transcontinental Line at Sumas. Judge Burke sent Daniel Gilman "back east" to secure financial support for their venture while he sought local support in the form of money, commercial and legal facilities attractive to Eastern railroad men. One valuable concession granted by Council was the creation of a man-made Railroad Avenue, on pilings all along the waterfront (Alaskan Way) to be used by all trains coming into Seattle: the inner and most valuable thirty-feet of the right-of-way was given to Burke and Gilman for their new Road - the Seattle, Lake Shore and Eastern. They built a depot here, at Western and Columbia, and began laying tracks northward thru Interbay to Ballard, along the north shore of Lake Union, through State School Lands (University of Washington, in spite of their objections to this intrusion thru their future campus; Judge Burke was a trustee. Denny Hall wasn't "moved" from its downtown location until 1895.) The rails continued around Union Bay with a spur to the logging town of Yesler (west shore of Laurelhurst), then north along Lake Washington with a station at Pontiac (where the original Carkeek Park was developed in 1918: taken by the Feds in 1926 as part of the Sand Point Air Facility - itself abandoned and 196 acres granted to the City for a park in 1975.) Continuing along the shoreline past other sawmills along the way (Pupet Sound Mill, Maple Mill between Matthews Beach and "Lavilla" Station), a station and RR bunkhouse at the foot of (NE 11th St.) identified as "Lake" (the adjacent townsite becoming known as Lake City); a station at (NE 55th and 40th NE) was named Keith; immediately to the south (of 51st) was the crossing of County Road (#101) from Ravenna to Pontiac: the Road crossed again at (NE 70th) - site of the Pontiac Station. At Woodinville (founded by a former Seattleite, M.D. Woodin, partner with Seymour Wetmore in the tanning and shoe making business) one spur went along the Sammamish Slough to Squak (renamed Gillman and now Issaquah) and on to Snoqualmie Falls; the other spur went northward to meet the Canadian Pacific, but funds and credit "ran out" at Delington, just north of Everett - a long way from Sumas on the border. Right-of-way property was largely the gifts of Seattle's citizens, determined to establish their independence - however, most of them conditioned their deeds with provisions for hauling logs or reverting to them if the Railroad were not built within a year. A partial list includes G.M. Haller, J.H. McGraw, M.J. Carkeek, Estate of James Osborn, Pupet Mill Co., etc. (Estelle Berteig, Roger Sale + R.C. Nesbit) The surveyor for the

railroad was Reginald Thompson, who later became City Engineer to undertake the Regrading of Seattle streets and hills, a major series of come (oo projects creating considerable fame for Thompson and Seattle. (E. Bertelq)

Another person who objected to Burke and Gilman's S., L.S. & E. RR was Eugene Carfield of Fairhaven (now Bellingham) who himself was building a railroad from that town to Seattle. In order to stop Seattle's efforts to reach Canada, he obtained a Federal franchise to build any bridge across all rivers between Fairhaven and Seattle. Seattle was about to bridge the river at the town of Snohomish. Carfield's attorney boarded the train in Seattle to deliver the injunction to the Snohomish County Sheriff. Judge Burke hopped on the locomotive, unbratched it from the passenger cars and "went full bore" all the way to Snohomish. There the Judge asked his friend, the Sheriff if he and his deputies didn't have to hunt for outlaws in the far north part of the county. The engine returned to Seattle, hitched up the cars and went back to Snohomish, but the attorney found the Sheriff and deputies out on a lengthy search party (David Suffia). [The locomotive was named "Thomas Burke"] So Carfield headed north but was stopped at the Border (Sumas) by the Canadian Pacific.

During this time another railroad was crossing the U.S., but it was making its way from town to town - rather than meeting mid-way with a golden spike. James Hill began building his Great Northern Ry from St. Paul in 1856. He saw slowly, ruthlessly and thoroughly, one section at a time with the towns established or existing ones stabilized and immigrants brought in if need. So he did not need to commit himself to any destination until he had played town off against each other, looking for the best possible deal. The west coast terminus was uncommitted. Through Gilman he hired Judge Burke as his attorney. Hence, the Judge worked feverishly to get Seattle to give Hill anything he wanted - especially no interference from city or state governments. Actually the Judge was not jealous, for Seattle was where the people and facilities already existed. Much as Seattle wanted the transcontinental connection, they did not want to give the city to Hill. The best that the Judge could do was to secure the outer right-of-way for the GN and a shabby terminal at the foot of Columbia St.

Obviously James Hill was not pleased with the depot or its location but he was skilled in the game of "play off". His refusal to accept Federal Land Grants for his right-of-way gave him the freedom to choose his route across the Continent including his route to Seattle. Hill had acquired title to nine hundred thousand acres of NP Land Grant timberland which he sold to his St. Paul neighbor, Frederick Weyerhaeuser, conditioned by the provision that Hill would haul this lumber back east to compete with Southern Pine (R. Sale & D. Suffia). The GN tracks were laid from Everett south along the Puget Sound shoreline to Interbay and Columbia St. The first GN train arrived in 1893.

Although the "Burke-Gilman" railroad did not become the "main line" to the transcontinental it was nonetheless significant not only as a freight route connection between the GN and Puget Sound hinterland, but most importantly kept the City from being dominated and drained by Tacoma. A further potential for the S.L.S. & E. RR was its anticipated commuter service to Seattle - but other applications of the engine, the electric trolley car and the gasoline powered automobile - caused this "dream" to burst. This dream was revived in 1974 but Metro Transit engineers felt it was unfeasible.

James Hill's waiting game paid off when R. H. Thompson became City Engineer. Thompson proposed a railroad tunnel under the city from Union Street to the old tide flats south of King Street where Hill wanted to locate a suitable depot. The 5,142-foot long tunnel was completed in 1904 for \$2,343,760 and the auditorium's clock tower patterned after the Campanile in Venice, was built in 1908. The combined efforts of the GN, NP, Canadian Pacific and the Chicago, Burlington and Quincy RR. Five years later the Oregon-Washington RR & Navigation Co. and The Chicago, Milwaukee & St. Paul Ry built a depot across the street. Early-day trolley cars found needed

revenue by pulling a freight car to or from or between business/farm communities. By 1894 this concept was developed into electric locomotives powerful enough to pull a train of freight/passenger cars. By 1917 the Chicago, Milwaukee, St. Paul + Pacific RR had completed the electrification of its entire route: 3,000 miles of trolley wire - a world's record at the time. By the 1930's diesel powered engines were replacing steam power and by 1974 had replaced the trolley system of the Milwaukee Road.

Having earned the title of "Empire Builder" by developing towns and trade centers as part of his Railroad system, James Hill did not stop when he "arrived" at Seattle. He looked across the Pacific; in 1896 the Japanese freighter Miike Maru docked at Pier 58, inaugurating international trade for Seattle. He developed Pier 88 and built two massive freighters for trade with the Orient. The "era of silk" was developed; a 135-lb. bale was worth \$1,000. But the market was speculative and insurance rates were high. James Hill was able to "high ball" his Silk Trains from Seattle to the New York mills with right-of-way over every train - setting a transcontinental record of 73 hours coast-to-coast.

The Engine soon developed truck and airplane capabilities and began to eclipse the Iron Road: rails and track beds were a constant and costly maintenance especially for high speed trains. To compete with trucks, the railroads developed "piggyback" cars for hauling truck-trailers; as early as the late 1880's had hauled farmers' wagons on flat cars to New York City markets. Then came multi-level racks for hauling new passenger cars. Transcontinental buses and planes put passenger trains - and passenger steamers - into a deep decline. Mergers of railroads began in the 1950's: the largest U.S. Rail network rolled into action in 1970 - the GN, NP (including the "Burke-Gilman Road"), Chicago-Burlington & Quincy and the Spokane-Portland & Seattle RRs - a 24,487 mile system of rails to be known as the Burlington Northern. By not opposing the merger, the Milwaukee obtained rights to use BN rails. But these mergers were for freight: in 1970 more than 100 of the nation's 500 passenger rail lines had filed petitions for discontinuance of passenger service. So another system was born, chartered by the Federal Government to operate virtually all intercity passenger railroad routes in the U.S., known as Amtrack.

Having never become a part of the main-line transcontinental railroad into Seattle because Hill chose to come by way of Everett, the early-day importance of the "Burke-Gilman Road" began to decline with the conversion of the area from manufacturing-commercial plants to residential plus the increase of trucks handling most of the commercial accounts. This decrease in the use of the tracks together with the increased interest in Bicycle Paths led the League of America Wheelmen (Harry Coe of Seattle), the Park + Recreation and the Engineering Departments to discuss the possibility of a bikeway alongside these tracks from the U.W. to the city limits in 1968. But the NP was non-committal, concerned with insurance liability of such a plan as well as the proposed merger. The Lake City Journal wrote a story suggesting the wonderful potentials of the right-of-way as safe route for bikers and hikers. The idea kindled community interest. Estelle Berteig repeated the suggestion in a community meeting. In 1970 the Fremont/Wallingford Communities staged a "walk-in" along the tracks, followed by a rally at Matthews Beach the following spring.

At this time the new BN system applied to the Interstate Commerce Commission for the abandonment (and sale of right-of-way) of the "Sumas Line". The City

immediately countered with a petition to stay the proceedings to permit negotiations with the BN for acquisition of the right-of-way for public purposes "as a reflection of the strong public spirit which created the railroad". But the BN's determination - and legal right - to sell the property brought strong protests from many groups: the Sierra Club's Puget Sound Group, the B/G Trail Park Committee, Federation of Western Outdoor Clubs, Mountaineers Inc., Seattle Audubon Society, Wn. Recreation + Trails Unlimited, Young Lawyers Section - King Co. Bar Assn., etc., setting off a lengthy and complicated series of negotiations and legal maneuverings between the City, ICC and BN. ICC placed on indefinite hold on the approval request. The result, in 1973, was an exchange of property near the Port of Seattle Grain Elevator (transferred to the City by BN in 1968) for the nine mile right-of-way, which, being of greater value than the submerged land, resulted in a significant gift by BN to the City.

In the meantime, other interest groups had become involved in the proposed use of the right-of-way. The Puget Sound Railway Historical Association, operating a 1/4 mile steam railway and exhibit of Snoqualmie, Wn., proposed relocating its whole operation, using the "historic" trackage from University Village to Kenmore. This proposal met both approval and disdain by everyone concerned. The dispute was irrevocably solved when the city conditioned the agreement with BN for the City to buy the ties for \$34,000 and BN to remove the rails: 1973. Plans proceed for the development of the route as a highway + bikeway. Removal of the rails and ties was accomplished so quickly that it created a problem for the surveyors, who found that some property descriptions were referenced to the centerline of the tracks. During removal of the ties, some were stolen before they could be secured in storage for use in the development of parks and playgrounds as retaining walls, steps and walkways. Some ties were donated to the Wedgwood Elementary School; more than 175 bundles of 25 ties each were sold to 90 different individuals, organizations and companies.

The approved abandonment was from Latona Avenue to Kenmore - fate of the remainder of the route was left undecided. Ownership/jurisdiction was split between Park and Recreation + Seattle Engr. Departments, University of Washington and The State of Washington; north from the City limits (NE 145th St.) to Kenmore ownership was acquired by King County for development as part of the Trail - the County was given permission to continue the Trail from Kenmore onto the City-owned Tolt River Pipe Line right-of-way. On the U.W. campus the Trail connects with the Bike Route from Corkeek Park to Green Lake to the campus and thence south to Washington Park (Arboretum), south to Lake Washington Blvd and the "Natl. Recreational Trail" from Mt. Baker to Seward Parks. Phase One of the P+R Depts development, completed in 1976, used all of the Forward Thrust funding allocated to this project. Additional funding will be sought to complete the project of path paving and planting plus other required improvements.

Originally identified as the "Burlington-Northern Trail" the B/G Trail Park Committee urged that the more historically significant name be officially adopted: it was in 1974.

Some interesting footnotes:

Attracted to a neat railway station, James Hill found the agent, Sam Hill, Junr., sponsored Sam's education + Sam later became pres. of the GN. Sam built a mansion just west of Volunteer Park at 814 E. Highland Dr.

Daniel Gilman's brother, L.C., was also a lawyer + promoter of railroads. A G.P. Gilman was NW travel agent for the Union Pacific in 1869, the year transcontinental service opened.

GN Steam Locomotive + Tender #1246 (1907-1952): placed in Woodland Park in 1953.

NP Caboose #1313 (1913-1960): converted into comfort station at Woodland Park in 1961.

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SOILS

The major determinant of the geomorphology and topography of the area has been advancing and retreating glaciers that have inundated the Puget Lowland over the last two to three million years and have left the area basically as a series of north-south running troughs (ie. Lake Washington, Lake Samammish, etc.) and ridges (ie. Capitol Hill, etc.). The soils have developed almost entirely from unconsolidated materials that were deposited over local rock formations during the glaciations. Since deposition, weathering, biological processes, and other agents have acted on these materials to develop the soils as they now exist.

Different soil types have differing degrees of suitability for structural development, and there are certain characteristics which indicate whether or not a particular form of development will be structurally successful. Such factors as bearing capacity, drainage characteristics, shrink-swell characteristics, depth to bedrock, acidity or alkalinity, topography, etc., all are important in determining the developmental capacity of a particular soil type.

The Burke-Gilman Trail is primarily located within two major geological zones, except for a short portion immediately west of 25th Avenue N.E., where it crosses post-glacial alluvial deposits laid down by what was once Ravenna Creek. The two major zones are of Vashon Till and a formation designated as Older Clay Till and Gravel.²

Vashon Till, which extends from the intersection at 25th Avenue N.E. to immediately south of N.E. 70th Street, is a mixture of clay to gravel sizes and is the "hardpan" of common usage. It may contain occasional lenses of sand or gravel; is very difficult to excavate by hand; is of very low permeability; an excellent foundation material; and is stable both seismically and in terms of slide susceptibility. All of these characteristics are essentially favorable in terms of bike-way development, the only exception perhaps being the low permeability factor. Drainage is a problem along a major portion of the trail (see p.18), and a suitable drainage system which will carry run-off away from the trail development rather than allow it to pond along the edges will be necessary.

The Older Clay Till and Gravel has within it large, identifiable lenses of sand and gravel which have properties distinct enough to warrant designation as a separate but related sub-category (relatively stable, well-drained material). The larger category occurs in two major areas, from immediately south of N.E. 70th Street to Thornton Creek, and from approximately N.E. 110th Street to the end of the trail, and is basically similar to the Vashon Till except that it usually contains water and is highly susceptible to slides where it occurs on steep slopes. Groundwater

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Ecology: BURKE-GILMAN TRAIL

2. Ecology: BURKE-GILMAN TRAIL 11/75

that has percolated down through the ground until it reaches an impermeable layer, usually clay or clay silt, has a tendency to saturate and "lubricate" the seam between the layers, which results in the top layer sliding. Within the first area mentioned above, actual slides have been recorded only in those areas of steepest slope, roughly between N.E. 75th Street and N.E. 90th Street. The primary factors³ (in addition to the general instability of the material) in causing slides in the area have been the excavation at the toe of the slope along Sand Point Way, addition of fills to properties within or adjacent to the slide area, and surface/subsurface water conditions. Slides in the area are relatively minor in nature and generally take the form of gradual down-hill creep as evidenced by curved tree trunks on the slopes and leaning retaining walls at the toe of the slope. The primary implications in terms of bikeway design are in the form of providing for infrequent removal of slide debris from the trail.

The second area of the Older Clay Till and Gravel classification begins at approximately N.E. 110th Street, as mentioned above, and continues north to N.E. 145th Street. From N.E. 110th to approximately N.E. 123rd Street, the threat of sliding is relatively minimal, primarily because the bluff paralleling the trail on the west is generally less steep and is set back from the roadbed. North of N.E. 123rd Street, the bluff is steeper, closer to the roadbed, and thus the slide potential is a greater threat to trail development. There have been several slides onto the roadbed, both large and small, in this area.

The large lenses of sand and gravel mentioned previously (occurring within larger areas of Older Clay Till and Gravel) have essentially the same characteristics⁴ as the larger classification with the exception that they are relatively stable on steep slopes and not subject to sliding. This material occurs primarily in a section from Thornton Creek north to approximately N.E. 110th Street.

For the most part, the existing surface of the roadbed, laid as a foundation for the railroad, is composed of sand and gravel, with a small amount of clay-silt binder. This surface averages 10 inches thick and 11-12 feet wide, and is "excellent, firm, dry, and stable," over 95% of the trail.⁵ The remaining 5% is either poorly drained or has been muddied or obstructed by recent sliding.

DRAINAGE

There are some drainage problems along a major portion of the trail, as mentioned earlier, which result primarily from inadequate maintenance of the existing drainage system. The existing ditches are generally either poorly defined physically or have been clogged by debris or vegetation. Groundwater seeping out from the bluffs above and running downhill is a major source of water on the trail (see p 18).

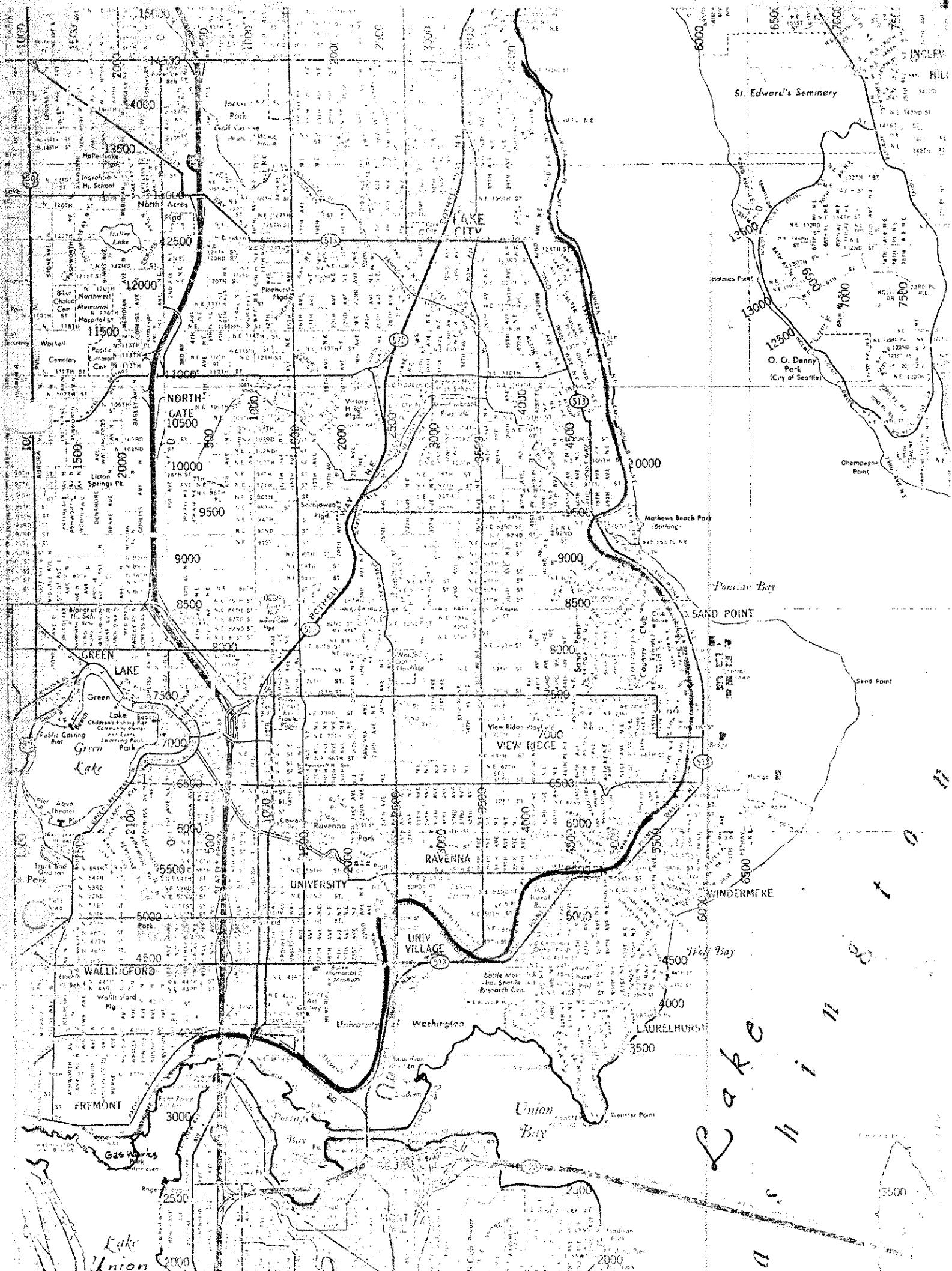
3.
Ecology:
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11/75

VEGETATION

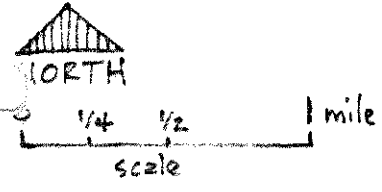
The Seattle area lies within the northern coniferous biome, part of what was once a vast evergreen forest region. Almost all of that original vegetation has been removed for various reasons, and vegetation today along the Burke-Gilman Trail is that which has been retained or planted by adjacent property owners. Some small to medium-sized trees have grown up along the roadbed itself since the railroad discontinued use of the line, and large trees remain on steep slopes where development of any sort has not yet occurred (the large majority of which are deciduous native types).

A great deal of that portion of the right-of-way which lies between the existing roadbed and adjacent properties is overgrown with thick weeds and vines, primarily blackberry (*Rubus* species). In some cases these are encroaching on the roadbed and require maintenance or removal, while in other areas they do not conflict with proposed trail use and in fact provide a barrier and a source of fruit for adjacent property owners.

by EDWARD MACLEOD & ASSOCIATES
Landscape Architects/Land Planners
November 1975



51.21 Acres / 8 1/2 mi. Park jurisd. —
 1974: purch. from Burlington-Northern Ry.



2 mi. U.W. jurisd. — (17.75 Ac.)
 1 mi. St. of Wn. " — (11.36 Ac.)
 0 3/4 mi. Engr. Dept. —
 12 1/4 mi. route

Lake Hill
 977
 061675

BURKE-GILMAN TRAIL

Sheet A

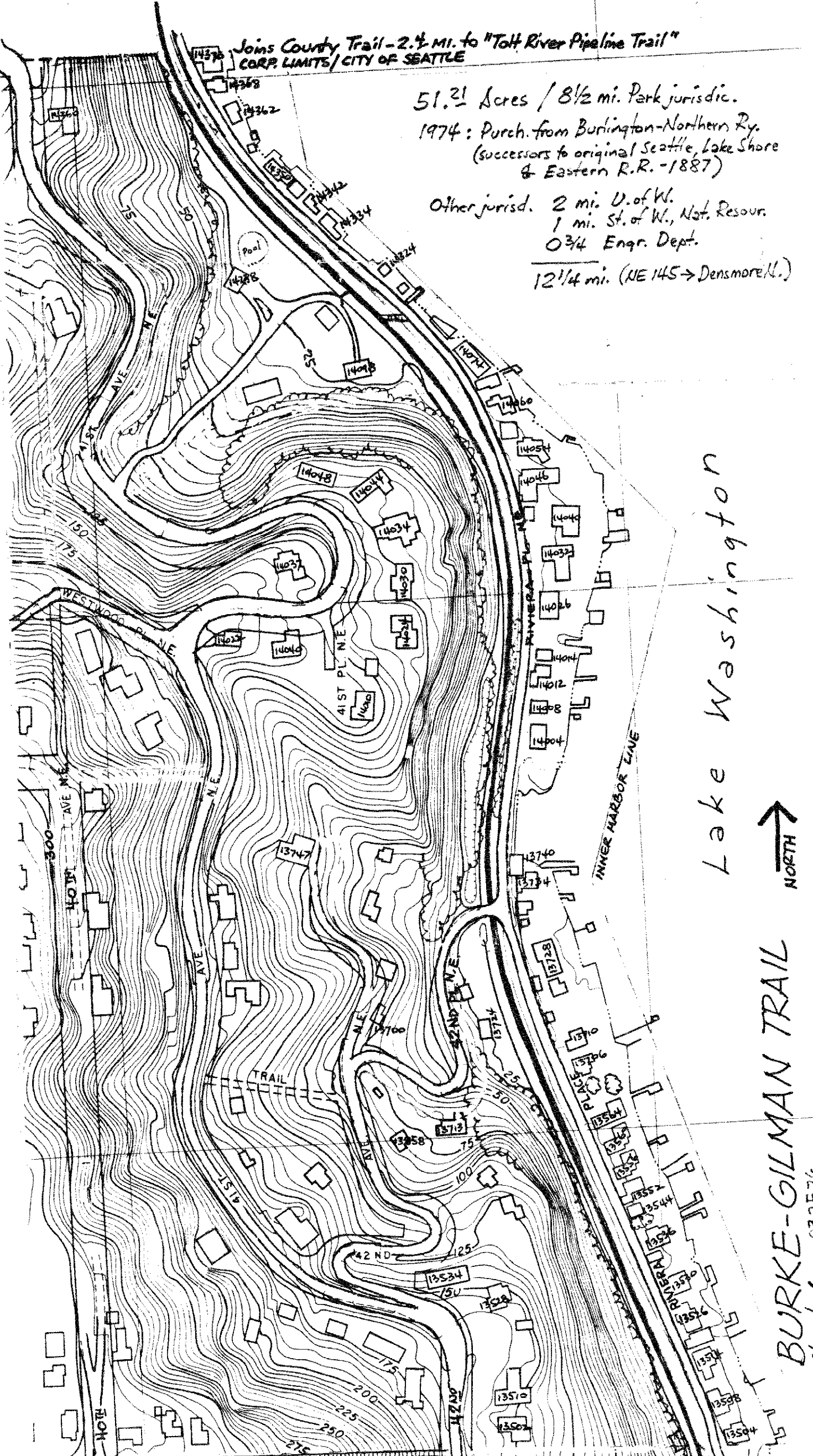
NE 145th St.

Joins County Trail - 2.4 mi. to "Tolt River Pipeline Trail"
CORP. LIMITS / CITY OF SEATTLE

51.21 Acres / 8 1/2 mi. Park jurisdic.
1974: Purch. from Burlington-Northern Ry.
(successors to original Seattle, Lake Shore & Eastern R.R. - 1887)

Other jurisd. 2 mi. U. of W.
1 mi. St. of W., Nat. Resour.
0 3/4 Engr. Dept.

12 1/4 mi. (NE 145 → Densmore N.)



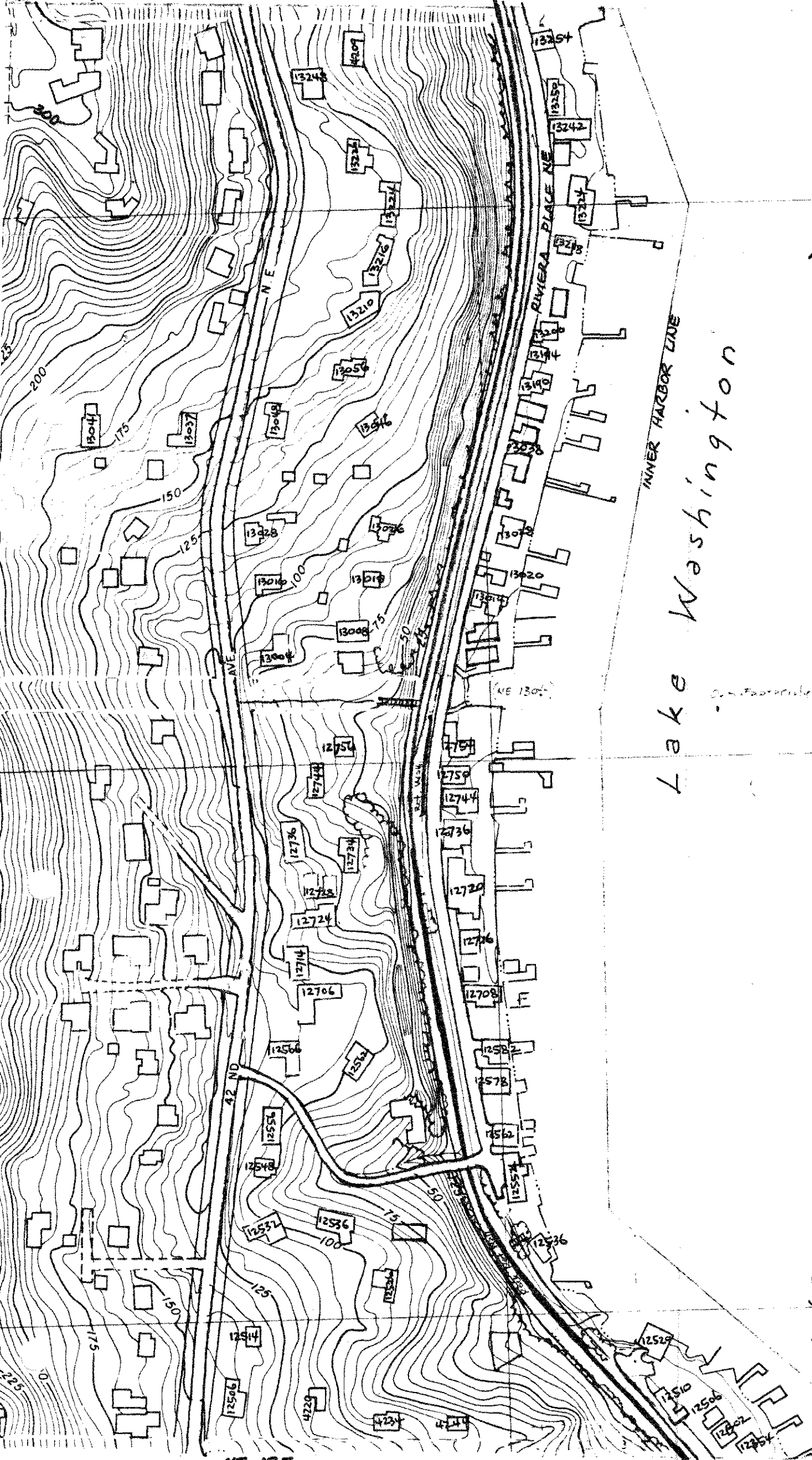
Lake Washington



BURKE-GILMAN TRAIL

032576

NE 135 ST.

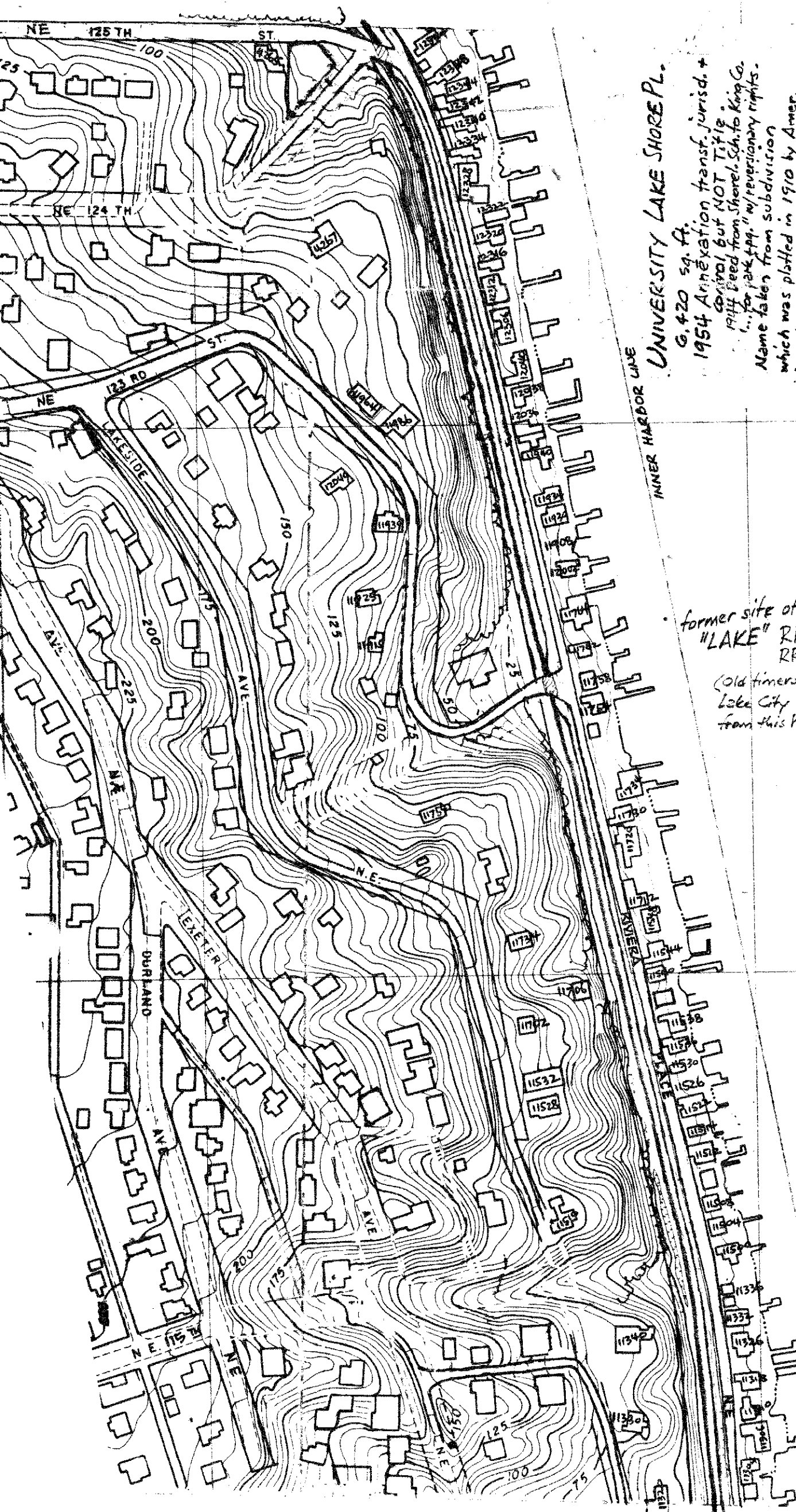


Lake Washington

Scale: 1 inch = 100 feet

Sheet 2
 BURKE-GILMAN TRAIL
 032576

NE 125



UNIVERSITY LAKE SHORE PL.

6,420 sq. ft.

1954 Annexation transf. jurisd. +

original but NOT Title

1911 Freed from Shorel. Sch. to King Co.

... for 1946 app. w/ reversionary rights.

Name taken from subdivision

which was platted in 1910 by Amer.

Invest. & Improv. Co.: H.L. Hillman

and D.H. Lee.

(County name had been "Riviera Pl." #33-

remained undeveloped.)

Trees + weeds

INNER HARBOR CREEK

former site of
"LAKE" RR Station +
RR Bunkhouse

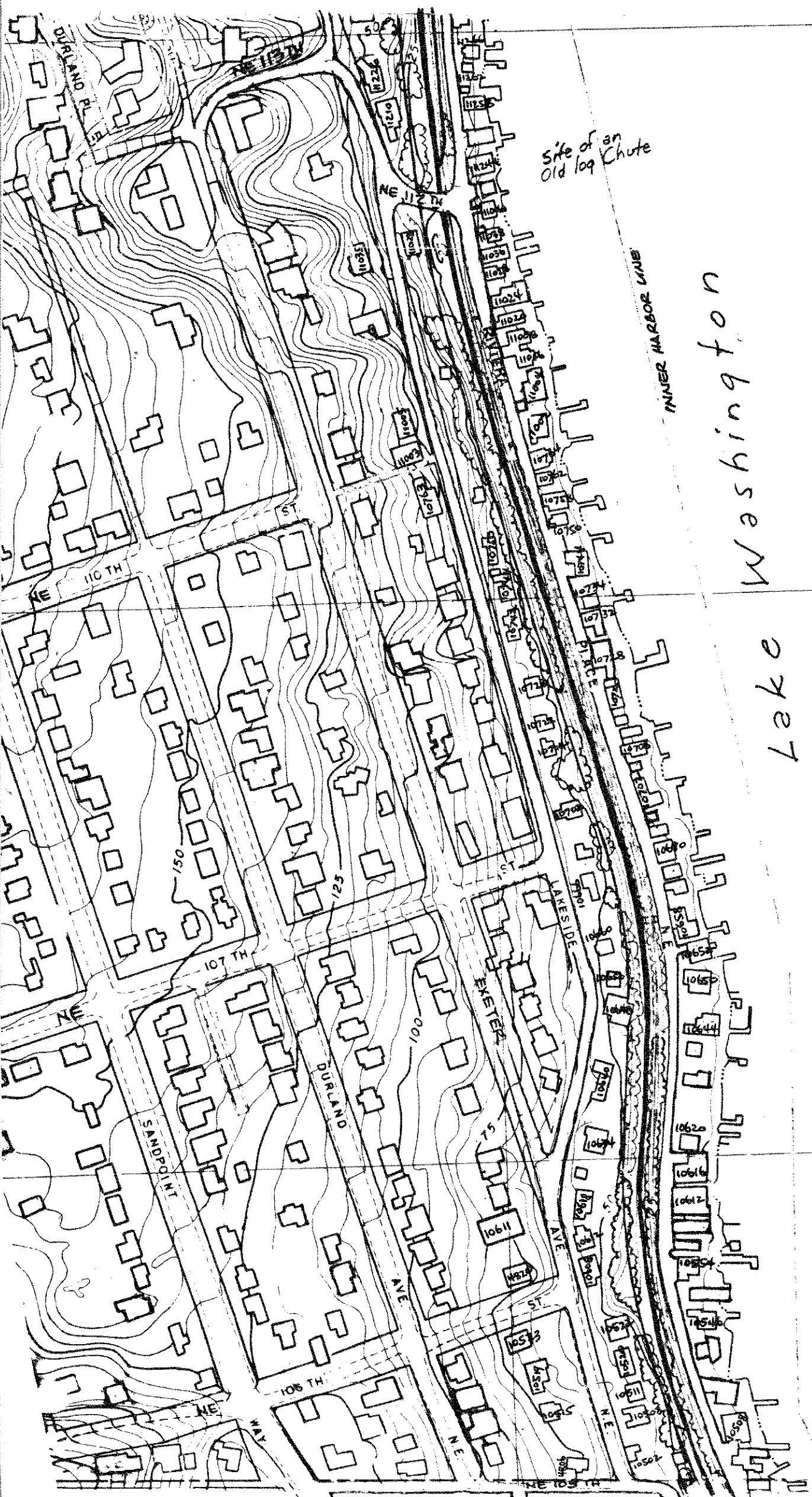
(Old timers relate that
Lake City was named
from this Waiting Station)

032576

BURKE-GILMAN TRAIL

Sheet 3

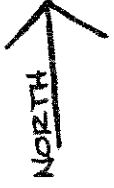
UNIVERSITY LAKE SHORE PL.



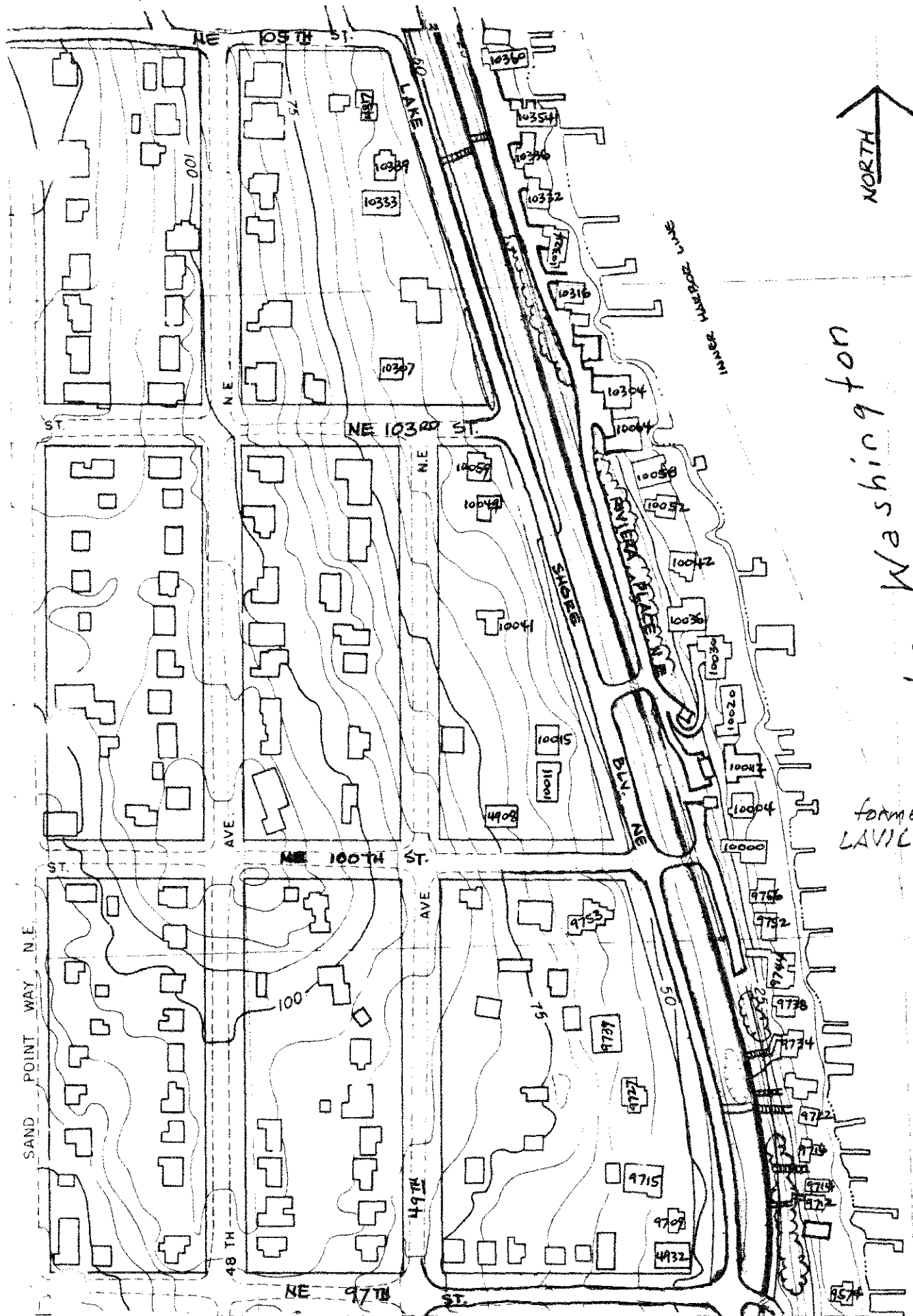
Site of an Old log Chute

INNER HARBOR LINE

Washington
Lake



BURKE-GILMAN TRAIL
032576
Sheet 4

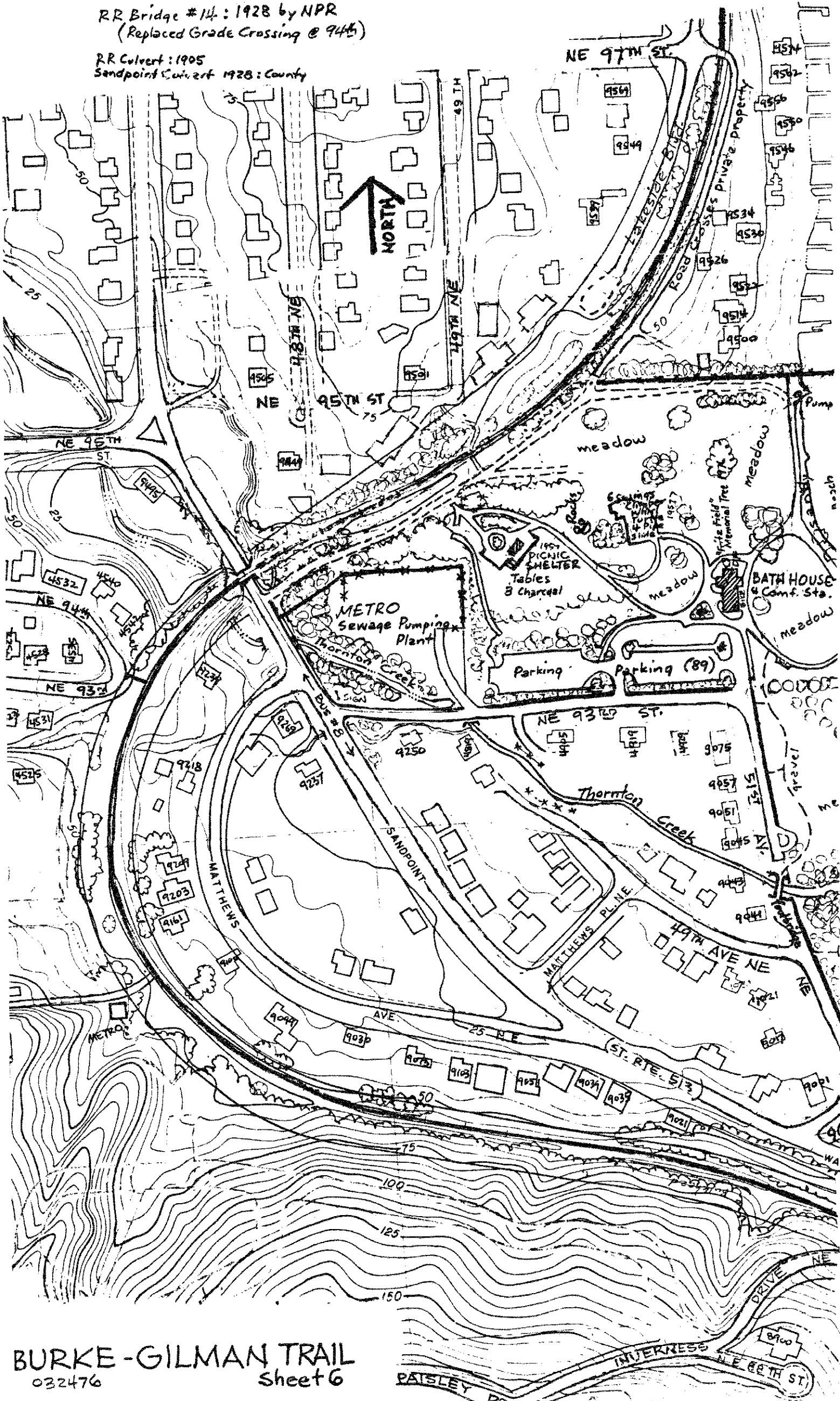


Washington
Lake

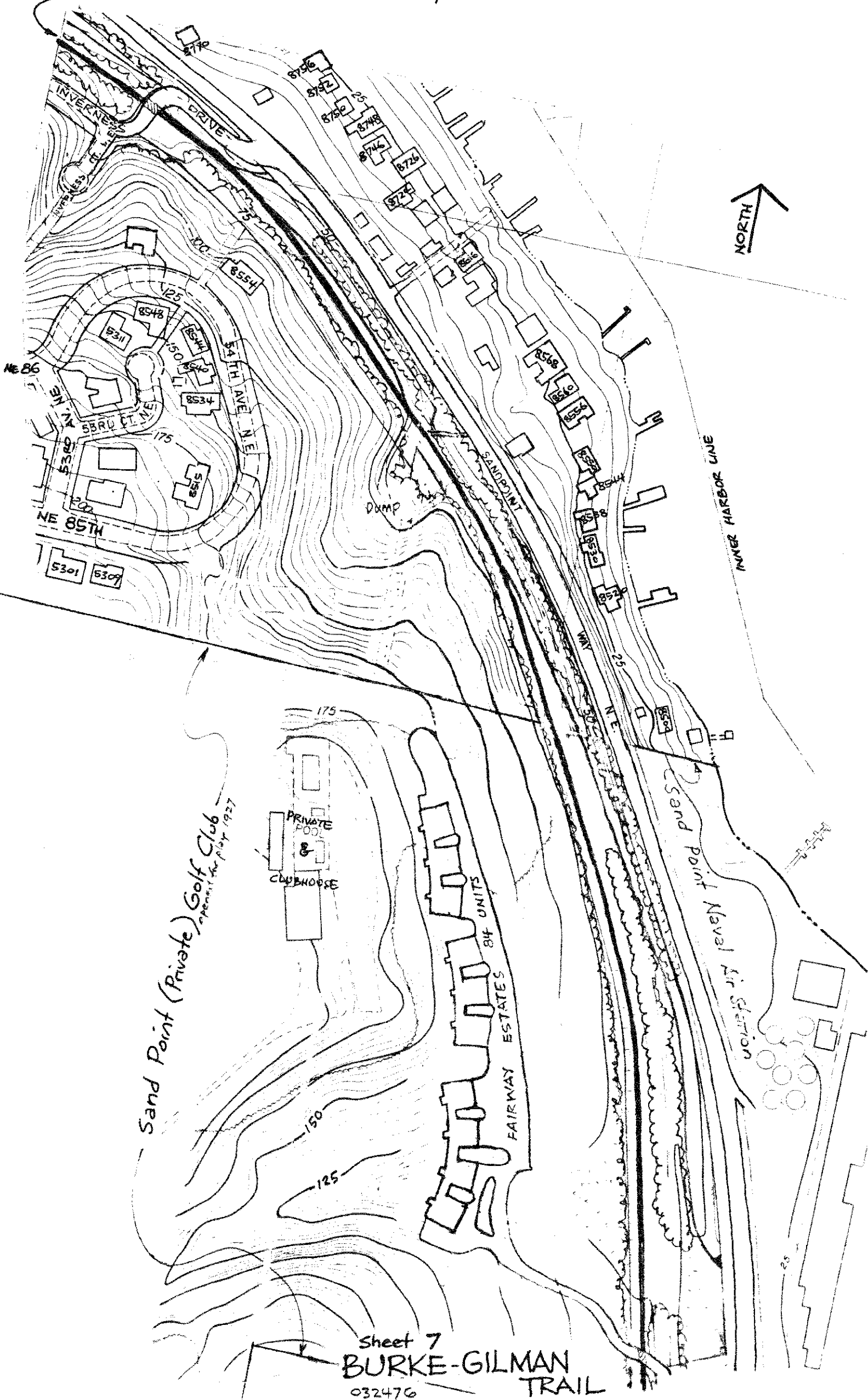
former
LAVILLA RR Station

RR Bridge #14: 1928 by NPR
(Replaced Grade Crossing @ 94th)

RR Culvert: 1905
Sandpoint Surv. ref. 1928: County



Continued on MATTHEWS BEACH PARK map



Sand Point (Private) Golf Club
opened for play 1927

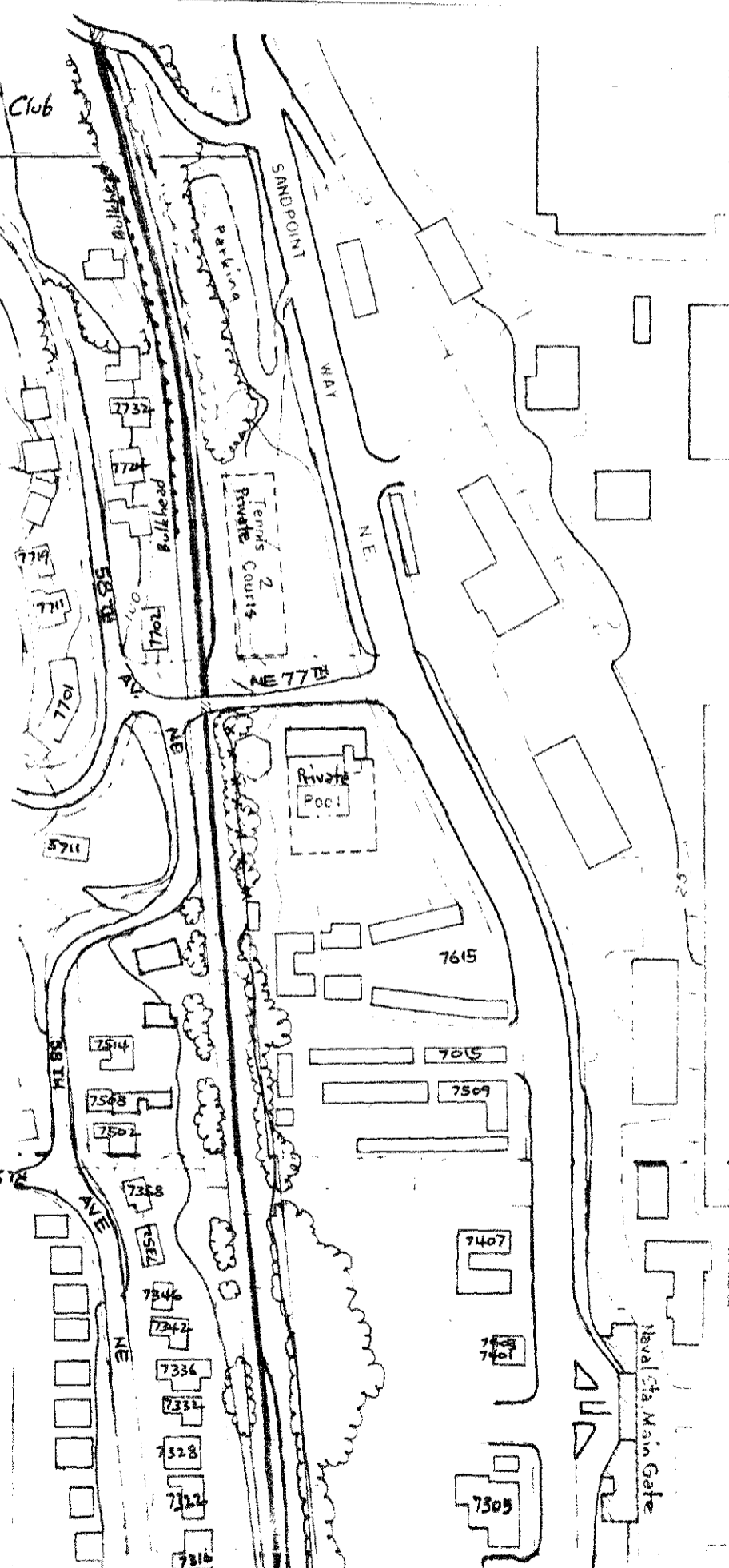
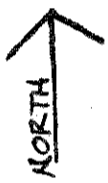
PRIVATE POOL
&
CLUBHOUSE

FAIRWAY ESTATES 84 UNITS

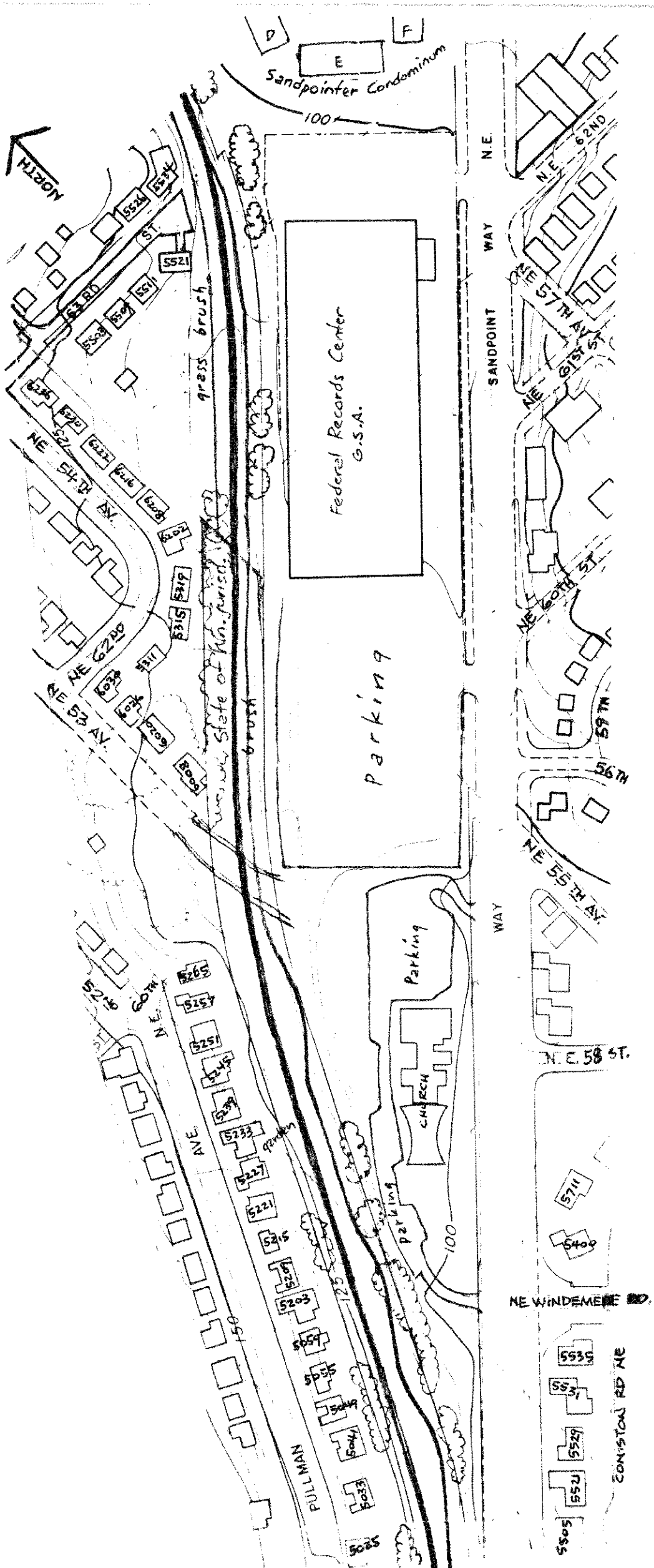
Sand point Naval Air Station

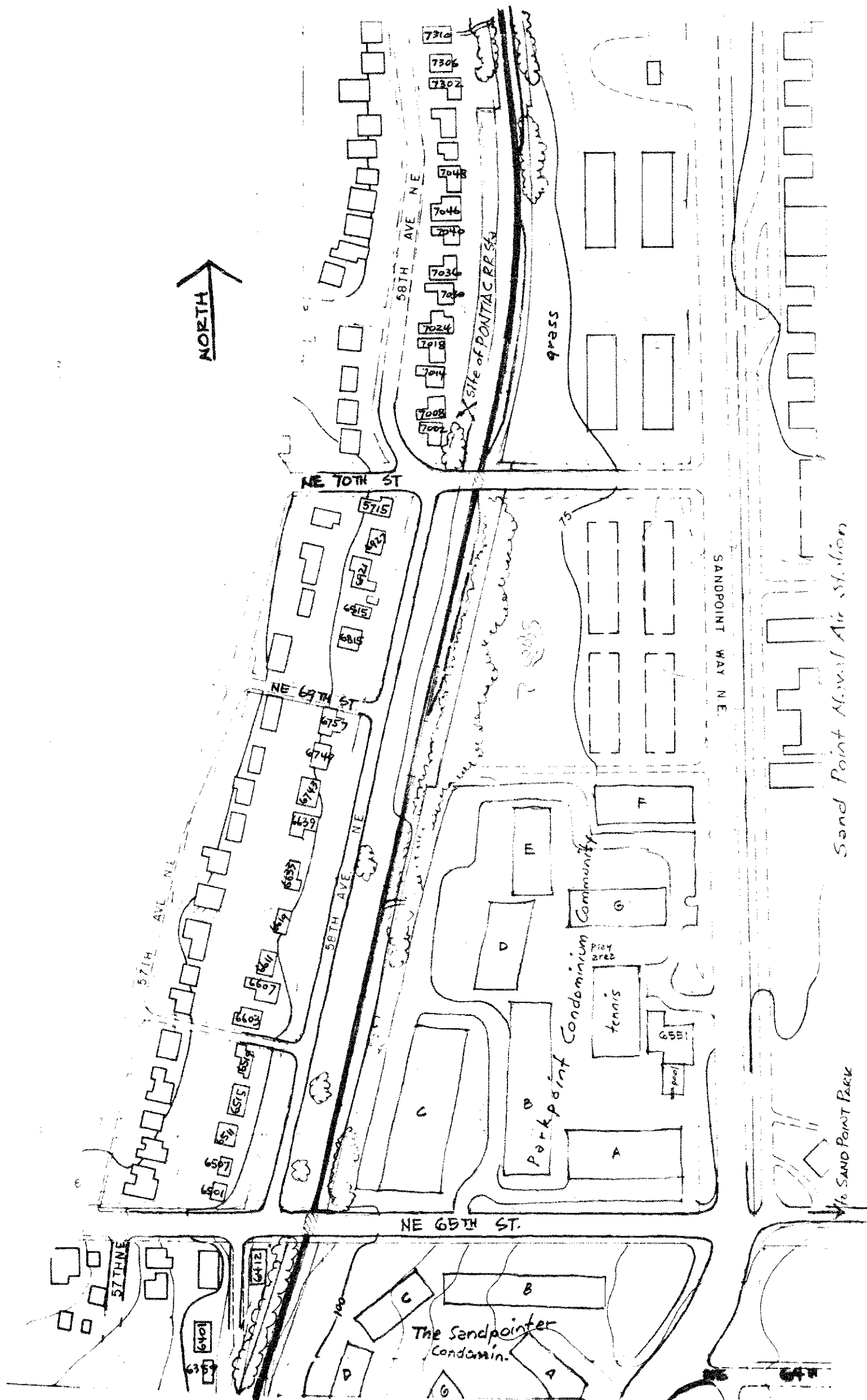
Sheet 7
BURKE-GILMAN
TRAIL
032476

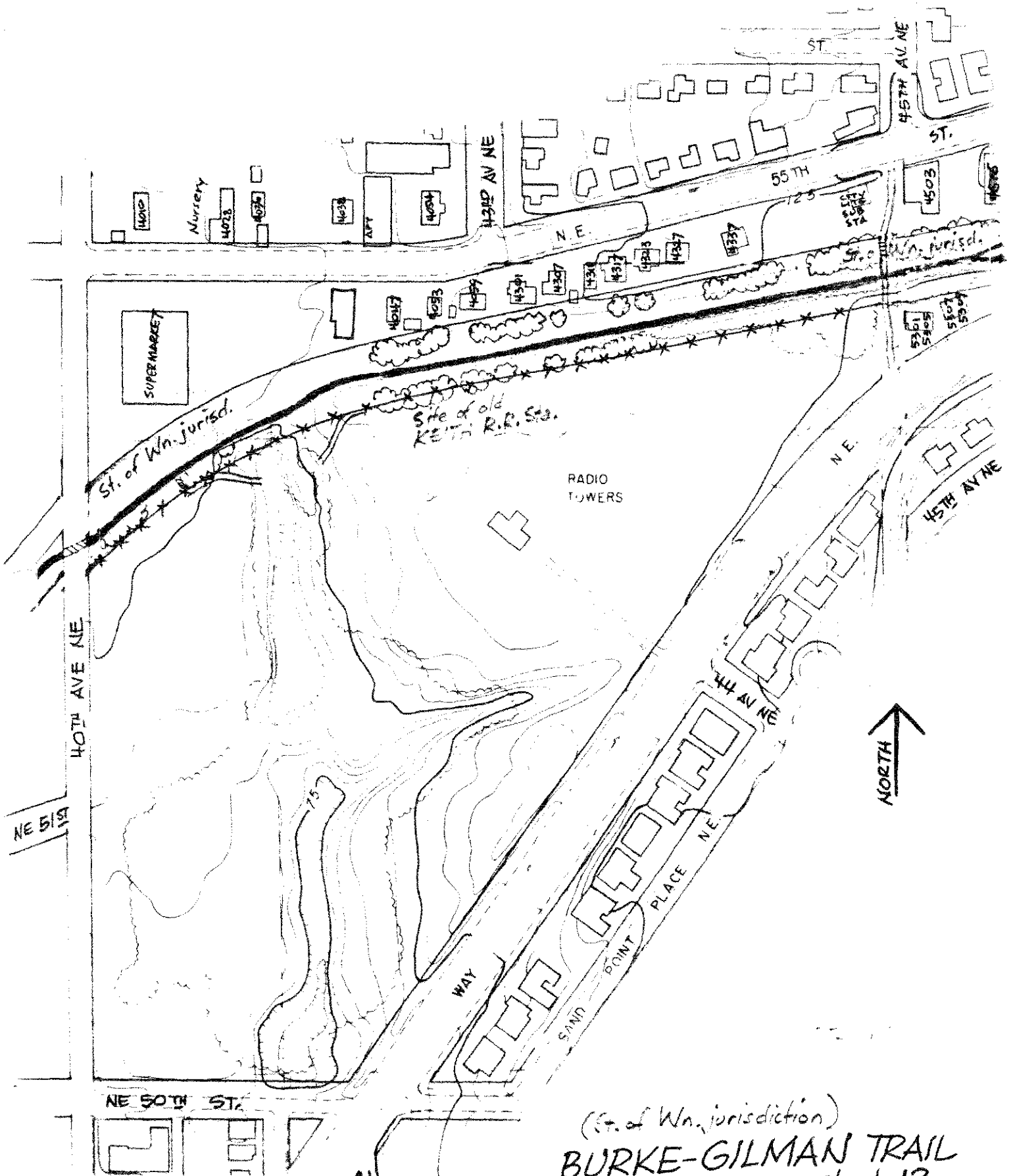
Sand Point (Private) Golf Club



BURKE-GILMAN TRAIL
032476 Sheet 8



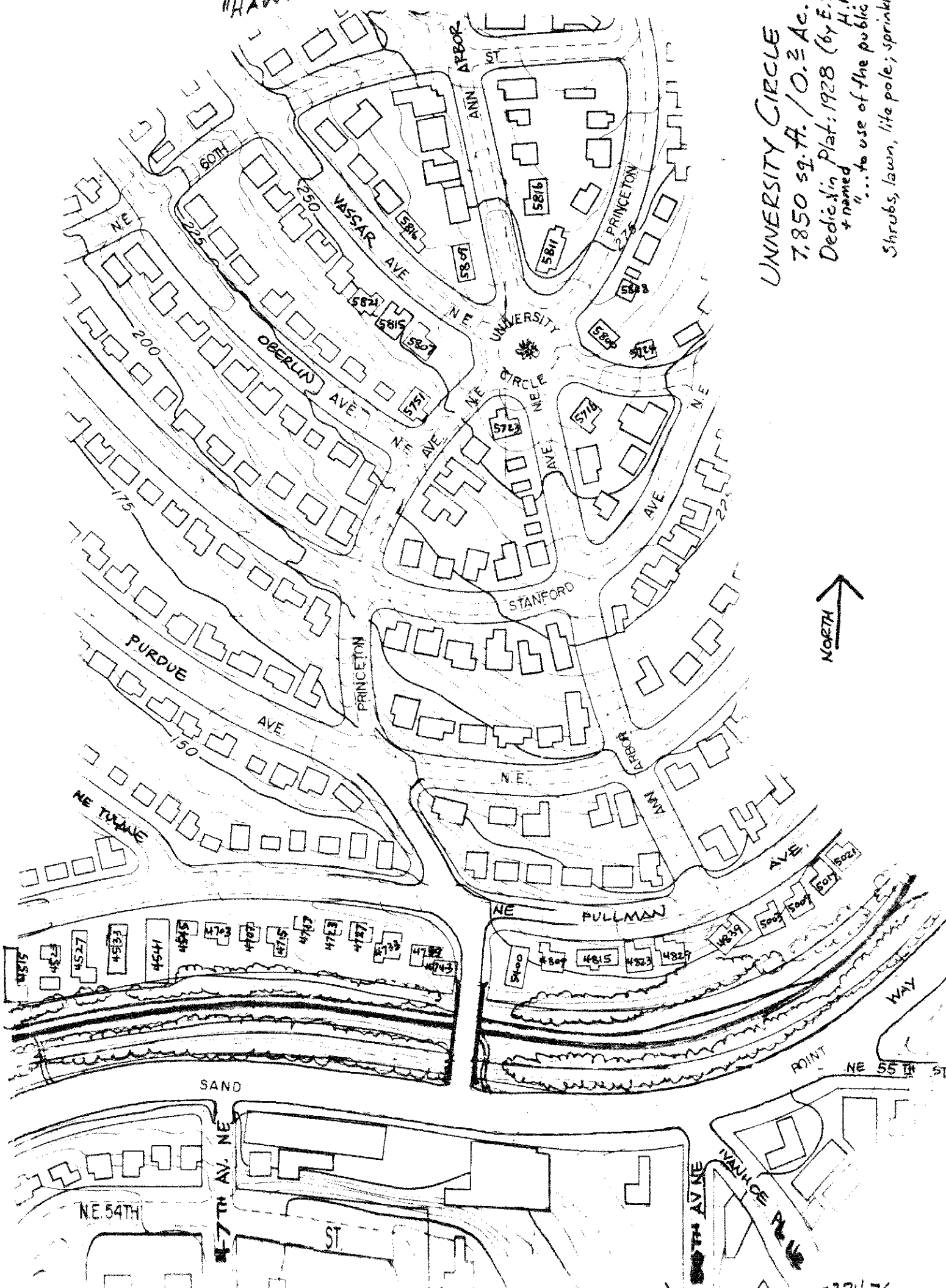




to Children's Orthopedic Hospital

(St. of Wn. jurisdiction)
BURKE-GILMAN TRAIL
 032476
 sheet 12

"HAWTHORNE HILLS" (named by Goodwin + Dent)



UNIVERSITY CIRCLE

7,850 sq. ft. / 0.3 Ac.

Dedicated in Plat: 1928 (by E.S. Goodwin, realtor for H.K. Dent, mortg.)
 + named "..." to use of the public forever.

Shrubs, lawn, lite pole; sprinkler system

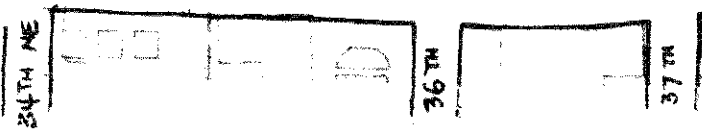
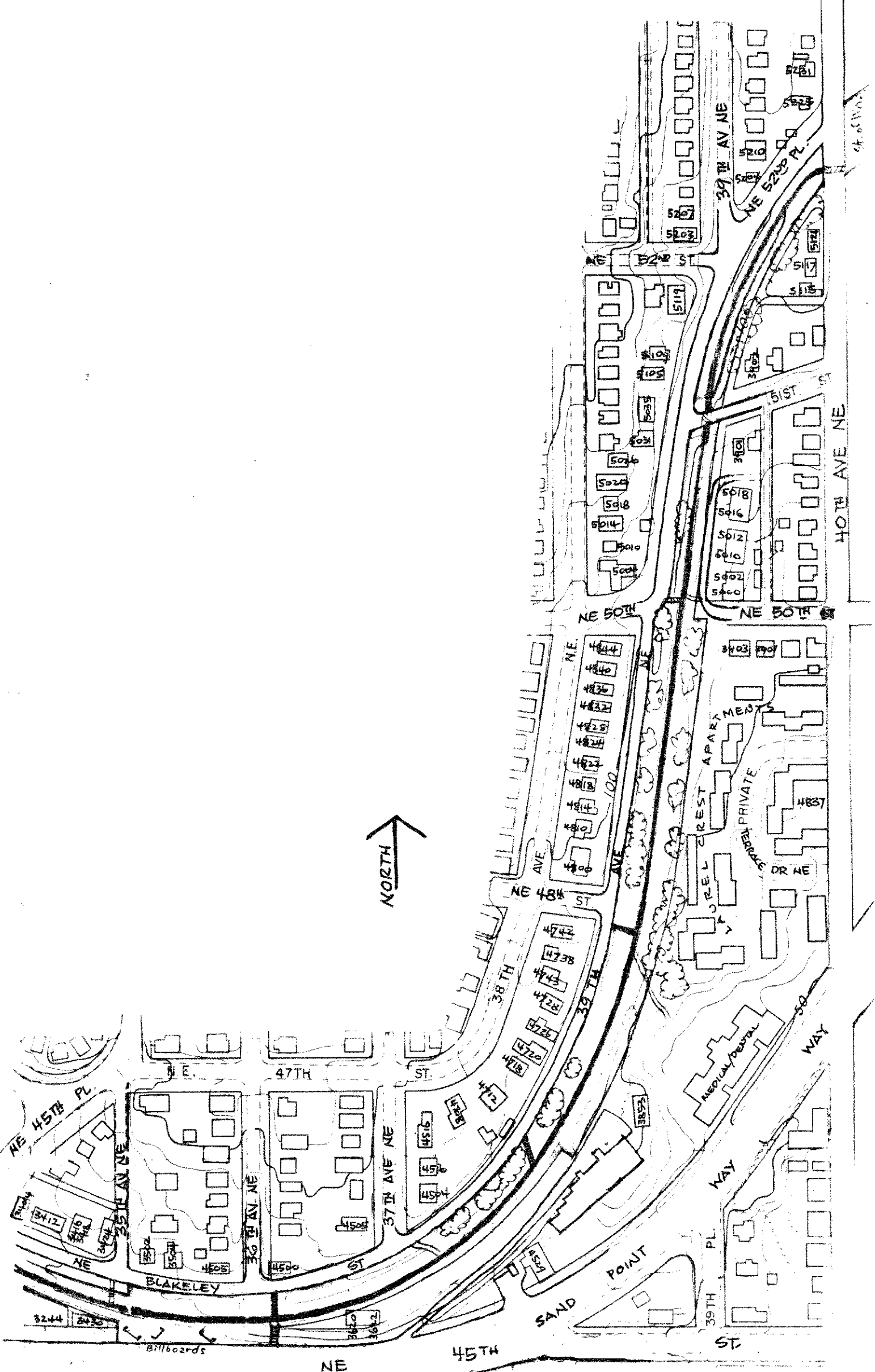


(St. of Wn. jurisdiction)
 BURKE-GILMAN TRAIL sheet 11

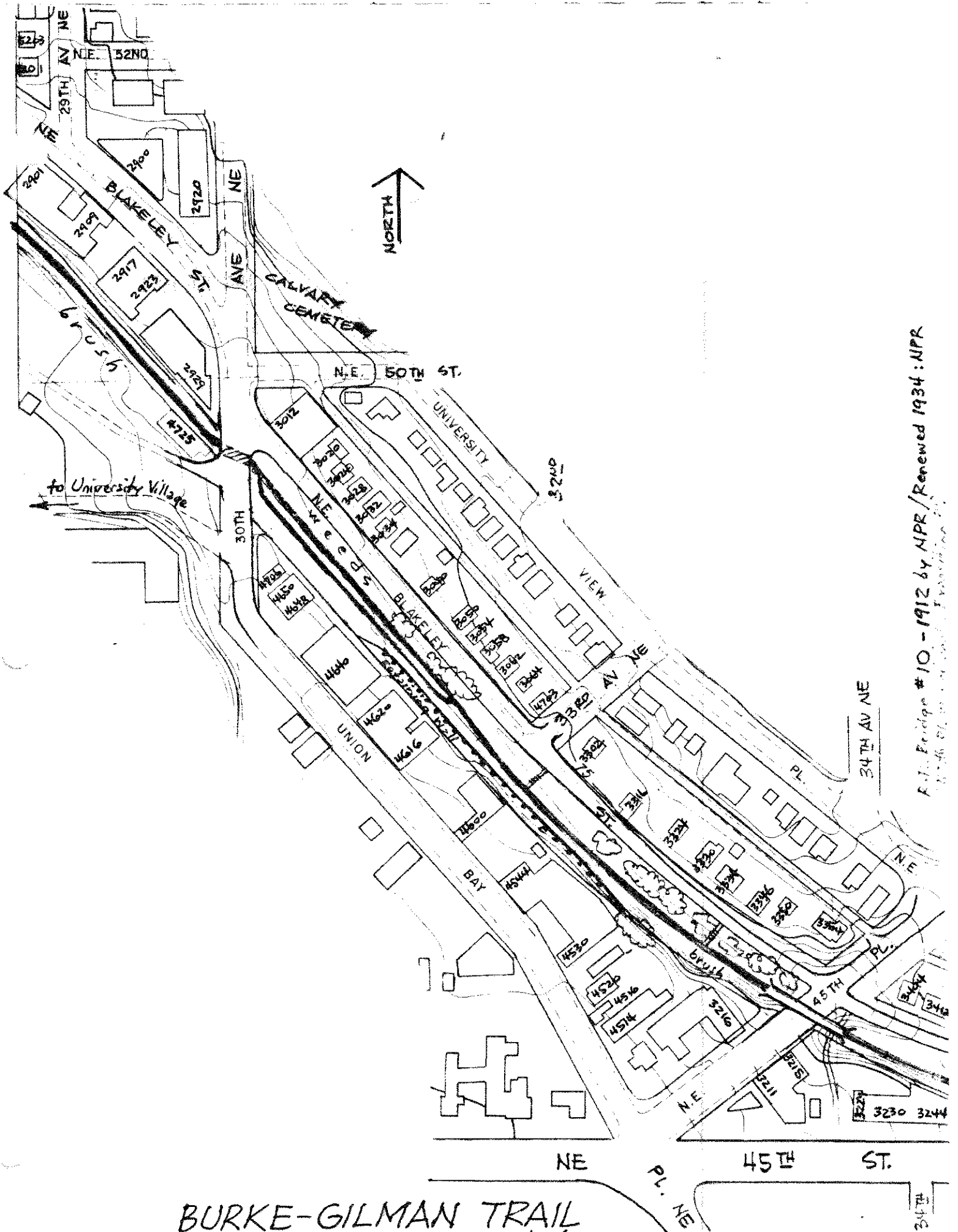
UNIVERSITY CIRCLE

032476

(City of Wn. plat 60126, R.R.)?

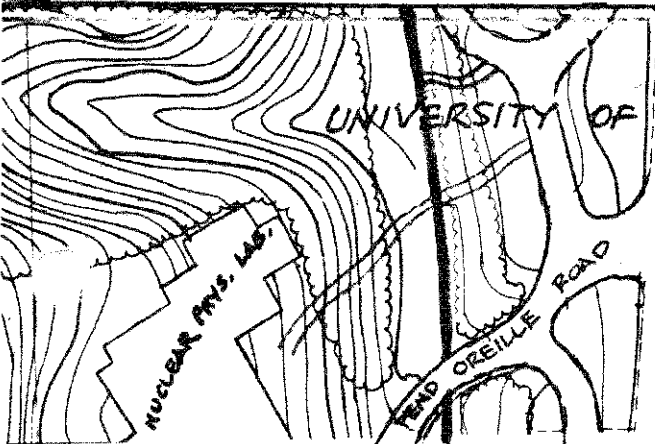
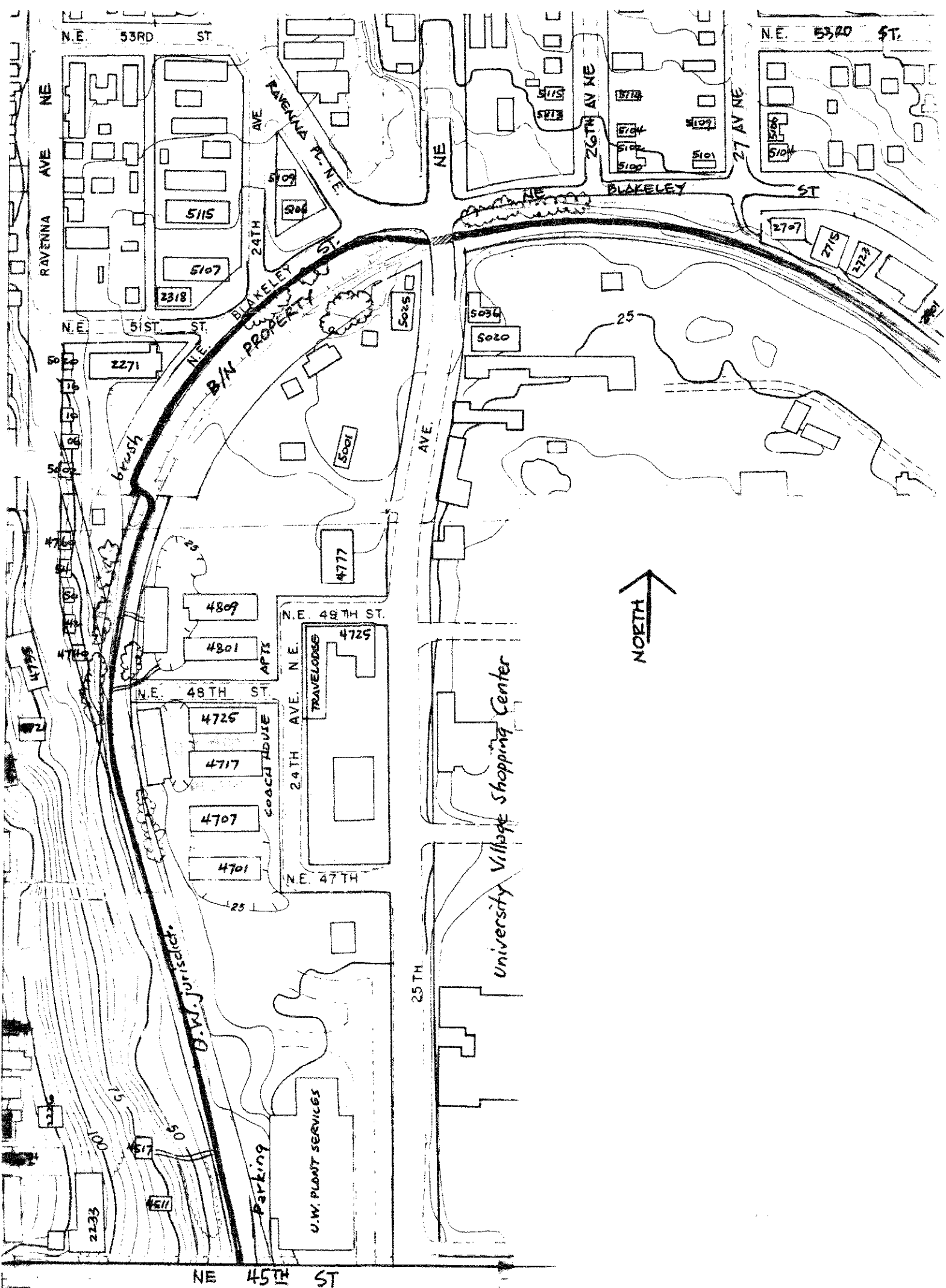


BURKE-GILMAN TRAIL
032476
sheet 13

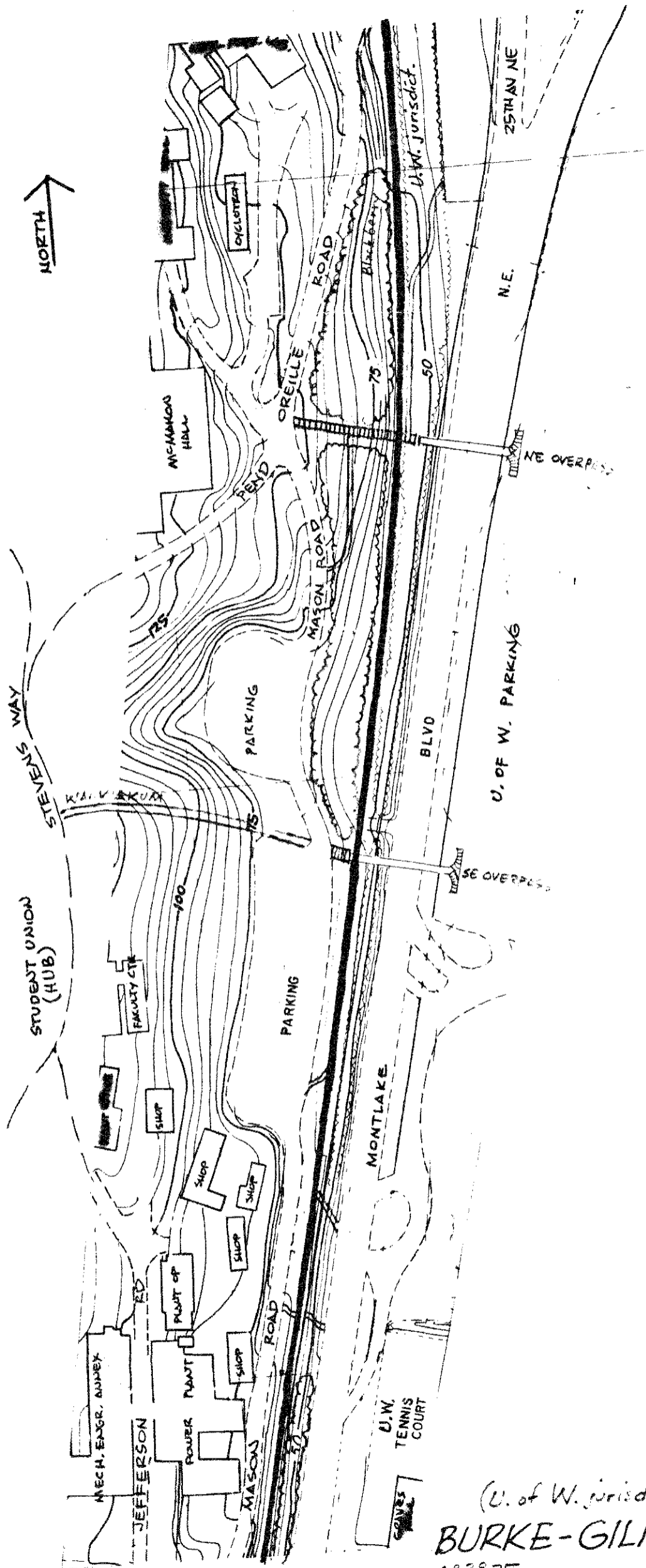


P.L. Bridge #10 - 1912 by NPR / Renewed 1934 : NPR

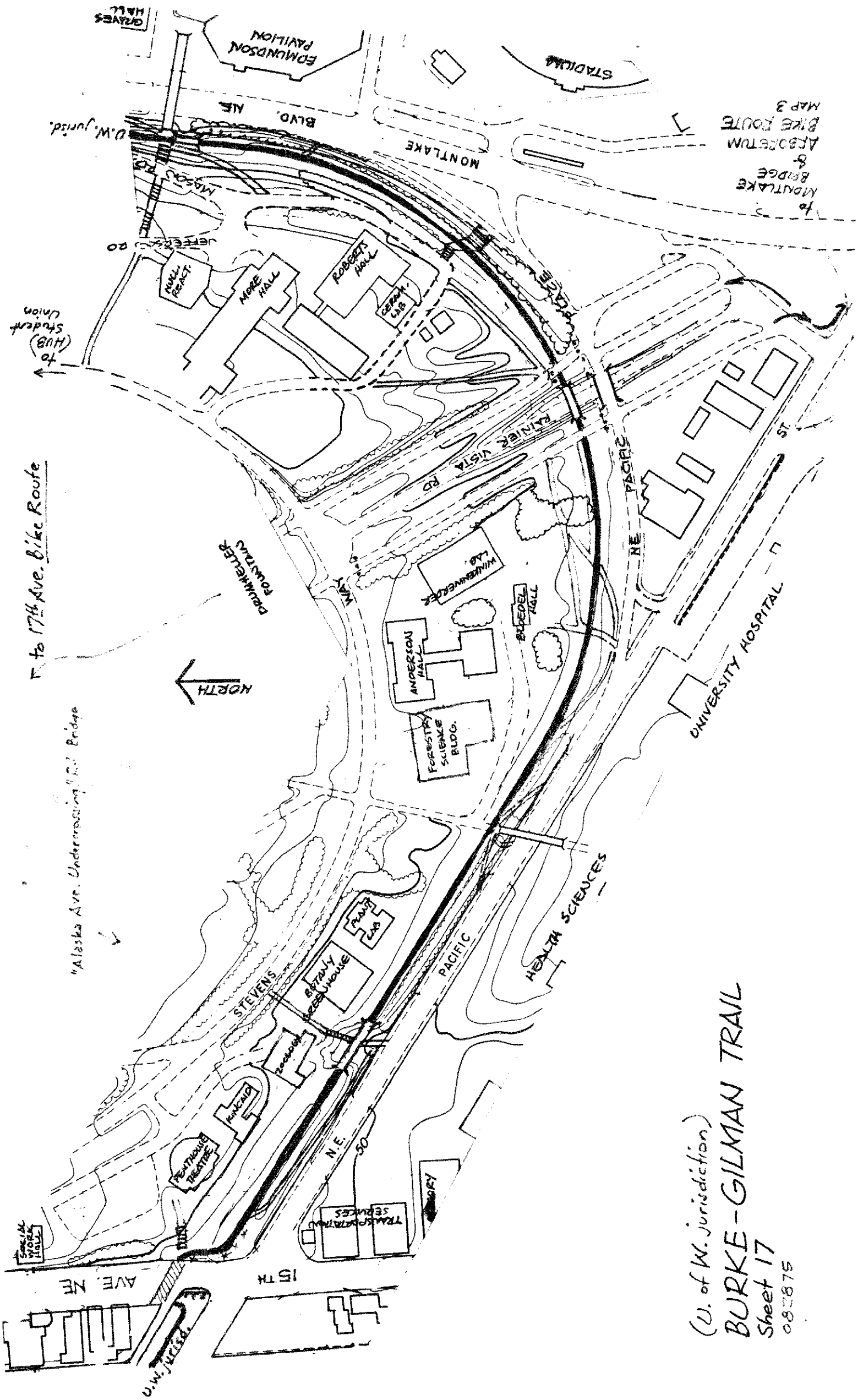
BURKE-GILMAN TRAIL
032476 Sheet 14



032476
BURKE-GILMAN TRAIL
 Sheet 15

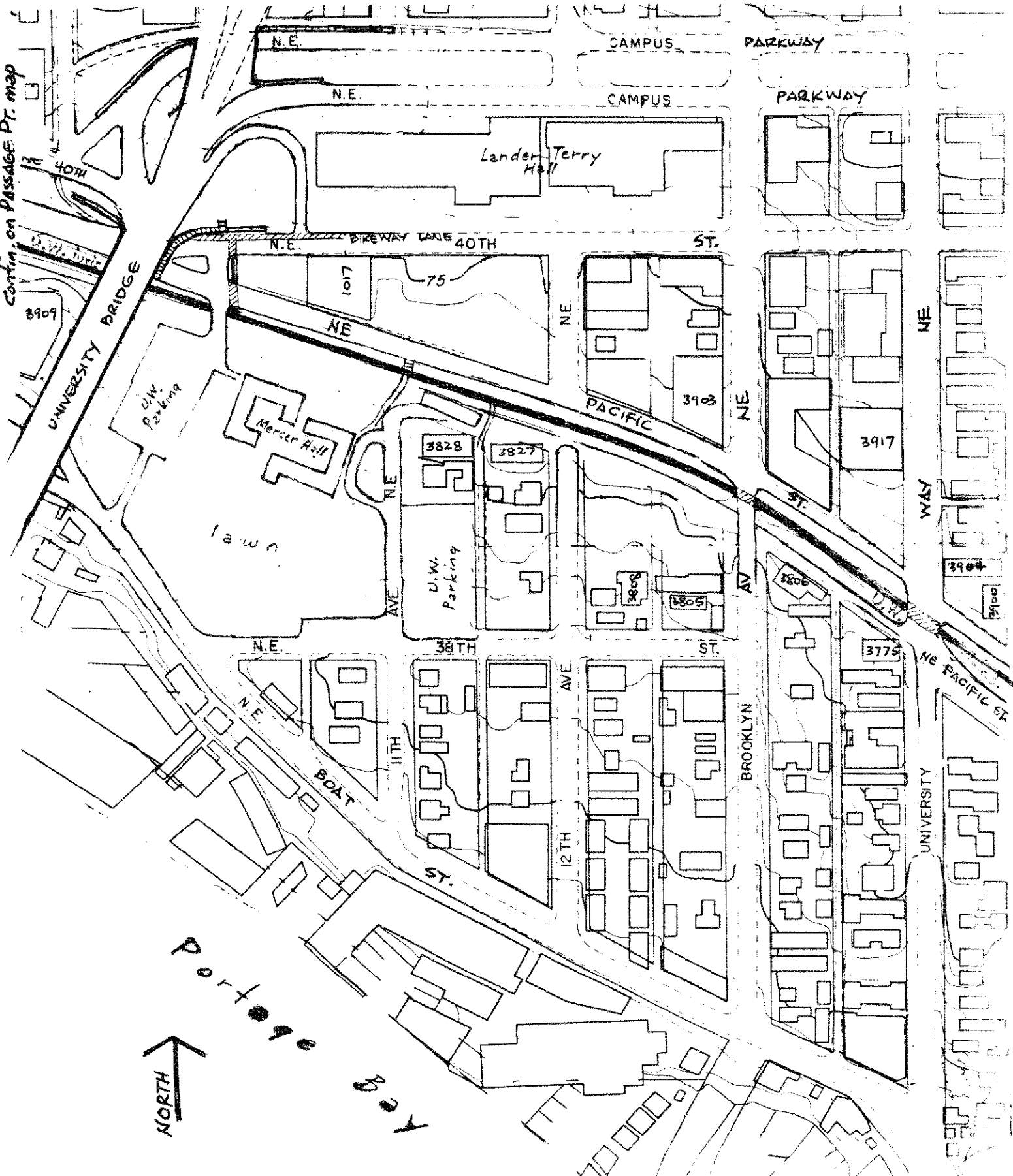


(U. of W. jurisdiction)
BURKE-GILMAN TRAIL
 Sheet 16
 082875

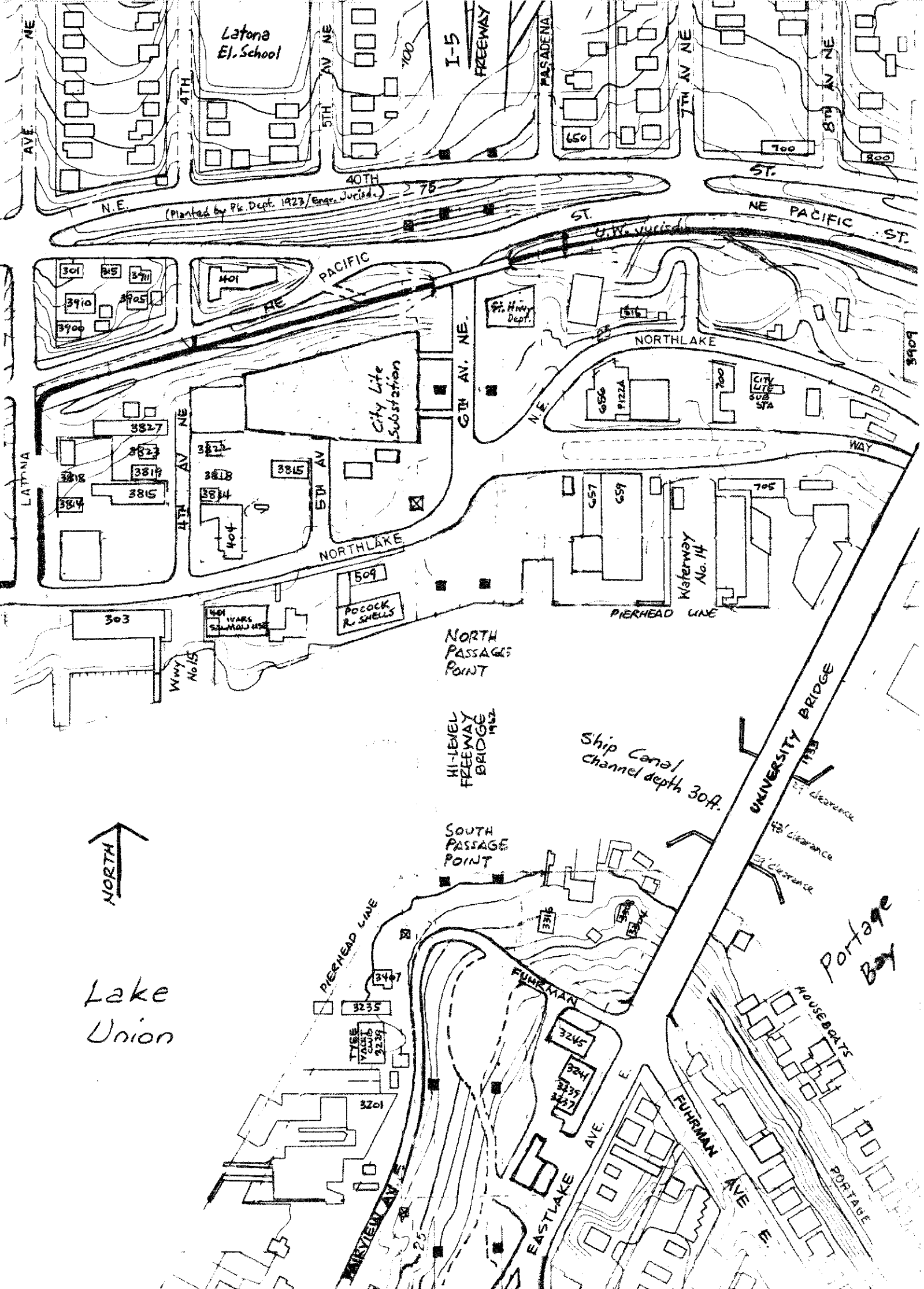


(U. of W. Jurisdiction)
BURKE-GILMAN TRAIL
 Sheet 17
 082875

Cont'd. on Passage Pt. map



(U. of W. jurisdiction)
BURKE-GILMAN TRAIL
 060575 sheet 18



Lake Union

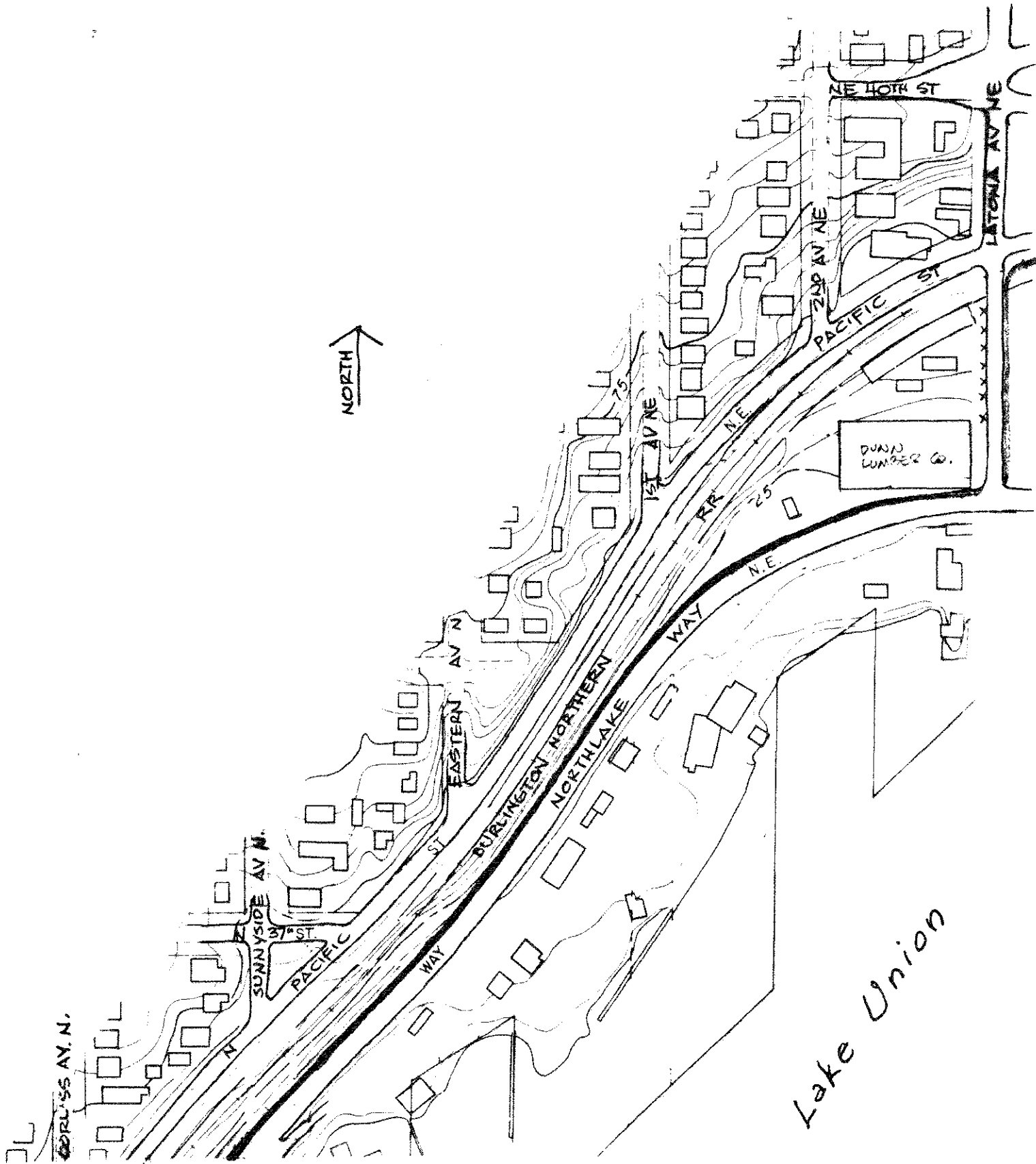
NORTH PASSAGE PT.
 (0.7 Ac.) St. Hiway Prop
 Maint. Agreement 1968 (GC-2238)
 0.13 Ac. (Deed)

SOUTH PASSAGE POINT
 0.6 Ac.
 Prop. Exch. 1974 + \$10,000 = ↑

BURKE-GILMAN TRAIL
 060575
 (R.E. Bridge No. E)
 Sheet 19

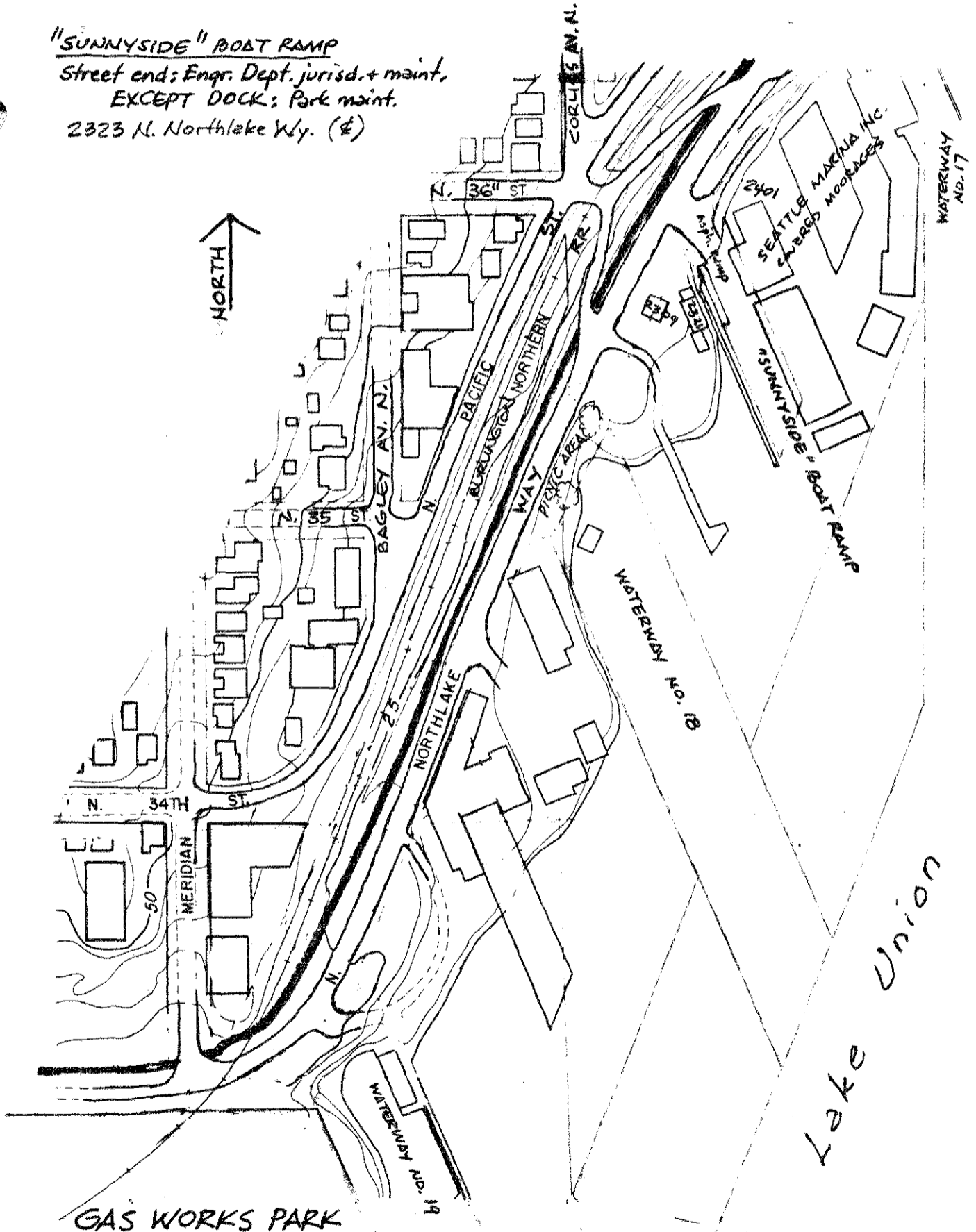
NORTH PASSAGE POINT
 MINI-PARK
SOUTH PASSAGE POINT
 MINI-PARK

041276



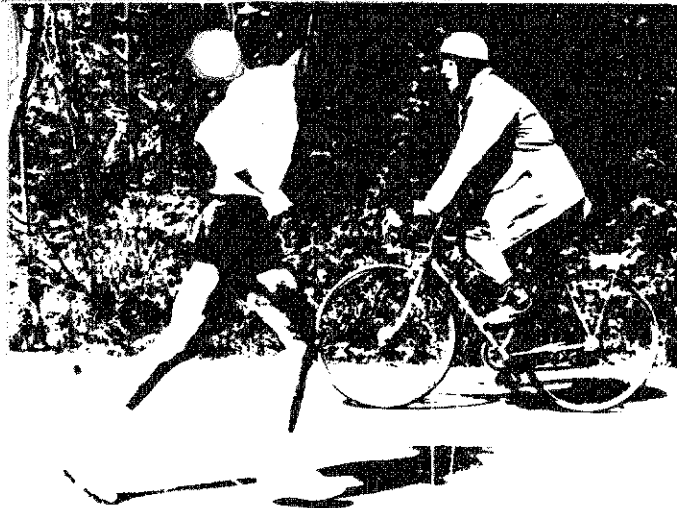
(Engr. Dept. jurisdiction)
BURKE-GILMAN to GAS WORKS PK. TRAIL
Sheet 20
060575

"SUNNYSIDE" BOAT RAMP
 Street end; Engr. Dept. jurisd. + maint.
 EXCEPT DOCK; Park maint.
 2323 N. Northlake Wy. (E)



GAS WORKS PARK

(Engineering Dept. jurisdiction)
 BURKE-GILMAN to GAS WORKS PK. TRAIL
 Sheet 21
 060575
 "SUNNYSIDE" BOAT RAMP



**Seattle/King County
Burke-Gilman Trail**

City of Seattle

Charles Royer, *Mayor*

Seattle City Council

- Phyllis Lamphere, *President*
- George Benson
- Michael Hildt
- Tim Hill
- Paul Kraabel
- John R. Miller
- Randy Revelle
- Sam Smith
- Jeanette Williams

Tom Wimmer, *Chairman, Board of Park Commissioners*
 Walter R. Hundley, *Superintendent of Parks and Recreation*
 John Vibber, *Project Manager*

**City of Seattle
Department of Parks and Recreation**

100 Dexter Avenue North
Seattle, Washington 98109

King County

John Spellman, *Executive*

King County Council

- Bernice Stern, *Chairman*
- Paul Barden
- Ruby Chow
- Robert B. Dunn
- Gary Grant
- R. R. (Bob) Greive
- Mike Lowry
- Tracy J. Owen
- Bill Reams

Jack Lynch, *Director, Planning and Community Development*
 Jim Webster, *Manager, Parks Division*
 Bud Parker, *Project Manager*

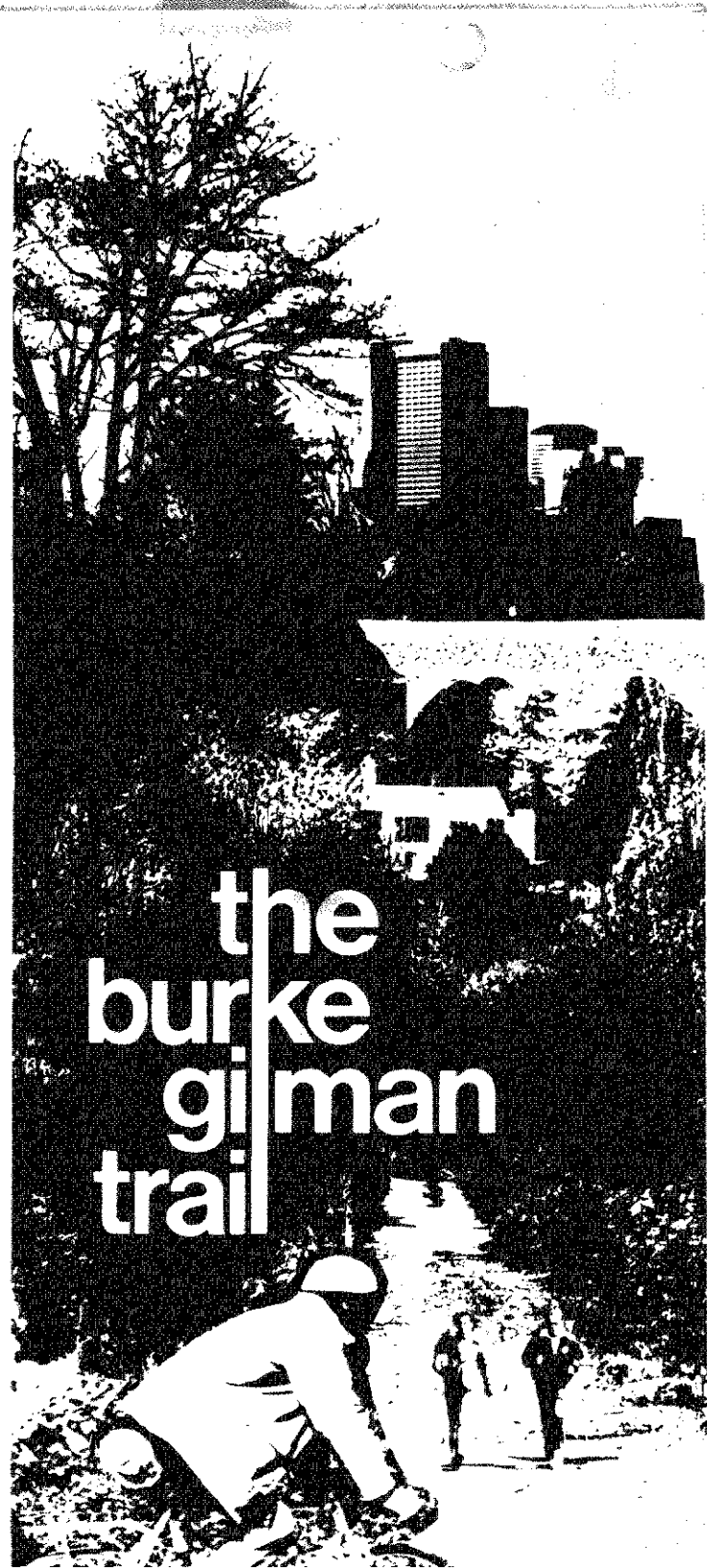
**King County
Department of Planning and Community Development
Parks Division**

W226 King County Courthouse
516 Third Avenue
Seattle, Washington 98104



**Your
Seattle
Parks and Recreation**
 100 Dexter Avenue North
 Seattle, Washington 98109
 Charles Royer, *Mayor*
 Walter R. Hundley, *Superintendent*

**the
burke
gilman
trail**



**the
burke
gilman
trail**