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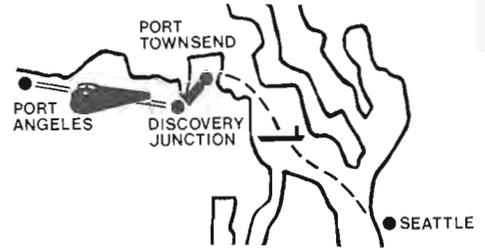
Cover

Executives of Milwaukee Motor Transportation Co. (MMTC), the company's wholly owned trucking subsidiary, take a look at mammoth new Piggy Packer delivered at Stacy St. Intermodal Yard in Seattle. The Raygo Wagner model PC90 has a 90,000 lb. capacity and is a top lifter that can stack trailers three high. Upstaged by tires are (l. to r.) K. W. Sprague, terminal mgr., and A. J. Kilvinger, mgr. - Western optns., Seattle.



Milwaukee Road Acquires Port Townsend Railroad

*Historic short line will add
to West Coast efficiency
and public service*



Almost 88 years, several owners and one leasor after its incorporation, the Port Townsend Railroad has become a part of the Milwaukee Road. Final papers for the acquisition of the 12.3-mile short line in the state of Washington were signed in Seattle May 30.

The purchase agreement, as approved by the Interstate Commerce Commission, called for the acquisition of all 15,000 shares of Port Townsend's common stock, owned equally by its six shareholders, and full protection of its current employees. The Milwaukee will also keep open all existing routes and channels of trade for traffic originating on the Port Townsend.

The history of this railroad, incorporated by Port Townsend citizens as the Port Townsend Southern Railway Company on August 19, 1887, is unusual. While the citizens' original plan was grandiose, their financial situation was not.

They wanted to build a rail line from their community on the Olympic Peninsula to connect with a major transcontinental carrier to the south. But that line never was completed. It came at a time when many communities in the western area of the state were either building or planning to build rail lines to connect with transcontinental carriers, each with the hope that it would be designated the west-

Stockholders of the Port Townsend Railroad join W. L. Smith, Milwaukee president, at meeting that saw official transfer of stock. From left: Ruth Fox, Margaret Fox (PTR pres. and genl. mgr.), Smith, Orville Sund (PTR treasurer), Madgil Fox, Mrs. Paul Pearson, Doreen Shaub.





This historic event in Port Townsend, Wash. occurred Oct. 11, 1925 when a Port Townsend Railroad passenger train from Port Angeles, Wash. arrived to connect with the steamer 'Sioux.' The line ran down Water St., the community's main thoroughfare. (Photo courtesy of Jefferson Cy. Historical Society)

ern terminus. Additionally, Port Townsend, on Puget Sound, also was striving to become a major Pacific Coast seaport.

Money problems arose almost immediately and the Port Townsend Railroad builders came close to never laying a rail. New owners laid 42 miles of track to the south and west of the community; then a small railroad to the south was purchased. But the two lines, 70 miles apart, were never joined.

At this time the Milwaukee Road completed its extension to Puget Sound and acquired the Seattle, Port Angeles and Western Railroad, a short line on the Olympic Peninsula that ran from Discovery Bay to Port Angeles. An agreement was reached by the Milwaukee in 1915 to use the Port

Townsend-Discovery Bay line as a connecting link between its barge service from Seattle to Port Townsend and its line from Discovery Bay to Port Angeles. That agreement continued for 60 years until the Milwaukee completed the Port Townsend purchase.

Joshua Green, Sr., a director of the Milwaukee Road for many years, bought the Port Townsend Southern in 1917 and operated it until 1944 when he sold it to Robert S. Fox. Fox later was joined by five additional investors. The line's name was changed to Port Townsend Railroad and, until acquired by the Milwaukee, remained under control of the same group of owners.

Margaret Fox was named general manager of the Port Town-

send Railroad on only a temporary basis in 1972, but remained in that post until the railroad was sold. She was named president in 1974. An honorary lifetime member of the American Short Line Railroad Association, Mrs. Fox was one of but three female general managers of short-line railroads in the United States.

It was she and Worthington L. Smith, president of the Milwaukee Road, who signed the documents finalizing merger of the Port Townsend Railroad with the 10,256-mile Milwaukee system.

For the Milwaukee, this acquisition means a consolidation of functions which will allow savings in operating costs, more efficient operation and improved service to the public.



TRUCK DRIVING CHAMPS

These Milwaukee Motor Transportation Co. (MMTC) truck drivers competed in the 1975 Illinois Trucking Assn. Roadeo held in April at Arlington Heights, Ill. From left are James Hansen (5-axle), Charles Clauss (flatbed), Jack Farris (4-axle). Clauss was third place winner in his category. Qualification for the state meet resulted from MMTC eliminations through written, oral and driving tests held in March. State Trucking Roadeo first place winners compete in the National Trucking Roadeo annually, held each fall. This is the second year MMTC has entered the safety-oriented program and, said P. L. Cowling, president of the company's motor truck subsidiary: "We're looking for better results at both the company and state levels in 1976."