

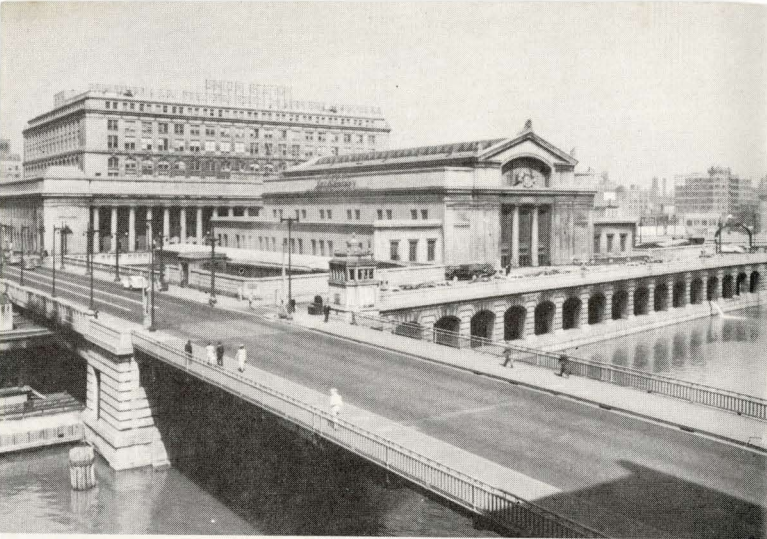


Notes along the Trail
of the

OLYMPIAN
Hiawatha



THE COLUMBIAN



Union Station, Chicago

THIS booklet is designed to provide a brief, running commentary on the country along the trail of The Milwaukee Road between Lake Michigan and the Pacific North Coast. . . . Its pages should provide the answers to many questions that will naturally arise as you look out of your train window at the passing scene. It will help you to identify the rivers and mountains; to locate points of special scenic or historic interest. It provides brief sketches of the principal cities and towns, a running record of mileage and altitude, notes on agriculture, and gives some of the historical background of the railroad and the country through which it passes. . . . We hope that it will add to the enjoyment of your trip on The Milwaukee Road.

CHICAGO—Population 3,631,835; altitude 583 feet; Seattle, 2,189 miles. On the southwestern shore of Lake Michigan stands this magnificent city that sprang from a tiny trading post set in a marshy plain. The few acres circled by a log stockade have grown to 210 square miles encompassing immensely diversified commercial, industrial and recreational facilities. Chicago's "Loop," La Salle Street and Michigan Avenue are known the world over, as are such attractions as the Art Institute, Field Museum, Shedd Aquarium, Adler Planetarium, Museum of Science and Industry, and Brookfield Zoo. Miles of boulevards and a great acreage of public parks add to the charm of this dynamic city that rose from the ashes of the devastating fire of 1871.

Chicago is the railroad capital of the world with 38 railroads terminating here. The modern Union Station is the eastern terminus of The Milwaukee Road's famous transcontinental trains, The Olympian *Hiawatha* and Columbian.

Leaving Chicago, the route lies through a growing suburban territory, and then through a region of truck farms as the train nears the Wisconsin line.

★ **WISCONSIN**—Described as neither boldly mountainous nor monotonously level, the "Badger State" lies between Lake Michigan and the Mississippi, and was admitted to the Union in 1848. Famous as a dairy-



Milwaukee, Wisconsin

land, Wisconsin has an area of lakes and pine woods that make it a favorable playground of the Midwest.

MILWAUKEE—Population 632,938; altitude 595 feet; Chicago, 85 miles; Seattle, 2,104 miles. Early records show that Father Marquette and Louis Joliet visited this area in 1673. The name of the city comes from the Indian "Millioke," meaning "good lands." Fur trading posts were established about 1760, and in 1795 Jacques Vieau became the first permanent white settler. Laurent Solomon Juneau became the first mayor when Milwaukee was incorporated in 1846. Milwaukee is known for its excellent school system, beautiful parks, picturesque lake front, and well-kept public buildings. The chief industries are auto bodies and parts, machinery, farm implements, meat packing, leather, dairy products and malt liquors. One of Milwaukee's largest industries is the Milwaukee Road shops where the railroad's passenger and freight cars are manufactured.

WAUWATOSA, five miles to the west, was the destination of the first Milwaukee Road train which made the run from Milwaukee in 1850. Soon the Menomonic river is crossed and you see reminders of the Ice Age. Boulders carried by the glaciers have been removed from the fields and used in building fences. Outside your window are Milwaukee's charming lakes—Pewaukee, Nagawicka and Okauchee.

Beyond Giffords, the route crosses the Oconomowoc river and enters the town of Oconomowoc, an Indian word meaning "home of the beaver." Next comes the Rock river before reaching

WATERTOWN—Population 12,393, altitude 826 feet; Chicago, 131 miles; Seattle, 2,058 miles. Astride the Jefferson and Dodge County line, the city was settled in 1836 by pioneers from Watertown, N. Y. There are many fox farms between here and Portage.

WISCONSIN . . . MINNESOTA



Dells of the Wisconsin River

PORTAGE—Population 7,283; altitude 817 feet; Chicago, 178 miles; Seattle, 2,011 miles. Here was a famous portage between the Fox and Wisconsin rivers. French explorers from Canada, canoeing their way into Green Bay and up the Fox, carried their canoes 2,700 paces to launch them in the Wisconsin and press on to the Mississippi at Prairie du Chien. Joliet and Marquette were here in 1673, Hennepin in 1680 and La Salle in 1683. The ruins of old Fort Winnebago and the restored Old Indian Agency House are just north of the city.

A considerable amount of tobacco, used mostly for cigar binders, is grown in this part of Wisconsin.

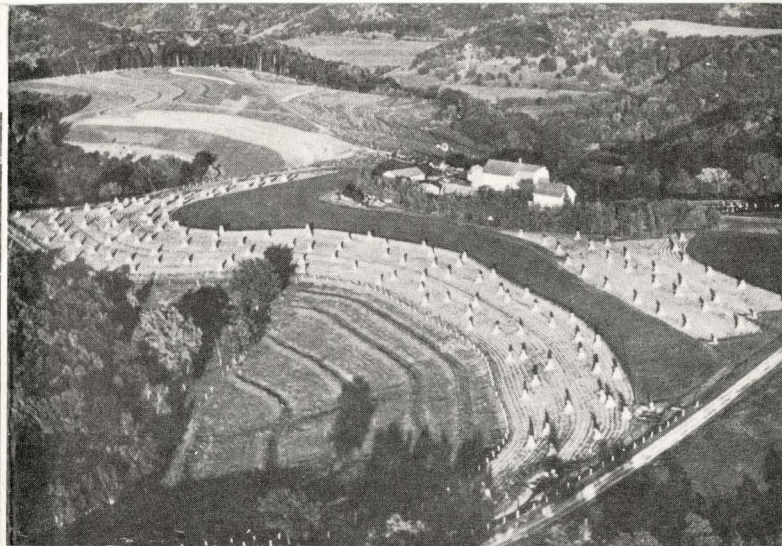
WISCONSIN DELLS—Population, 1,953; altitude 899 feet; Chicago, 195 miles; Seattle, 1,994 miles. Just west of the station you can see the beautiful Dells of Wisconsin. Forced from its channel by glacial action, the river carved a picturesque gorge through soft red sandstone. A famous tourist attraction.

After crossing the Wisconsin river, The Milwaukee Road runs westward through LYNDON and MAUSTON with Military Ridge lying to the south.

NEW LISBON—Population 1,486; altitude 894 feet; Chicago, 221 miles; Seattle, 1,968 miles. This is a junction point of the La Crosse and River Division on which you are traveling, and of the Wisconsin Valley Branch which leads to the popular lakes resort section of north central Wisconsin.

TUNNEL CITY was named for the only tunnel on the railroad east of the Rocky Mountains. The original station, since replaced, was built in 1856 of hand-hewn timbers. A little farther on is **CAMP MCCOY**, one of the nation's larger military reservations.

LA CROSSE—Population 47,396; altitude 653 feet;



Extensive Farming

Chicago, 281 miles; Seattle, 1,908 miles. This thriving, well-located city was named by French settlers and has been prominent since early steamboat days. Popular for winter sports. Here you cross the Mississippi with Granddad Bluff standing out to the east.

✧ **MINNESOTA**—Known as the land of 10,000 lakes, Minnesota's earliest settlements were along the Mississippi. The western section, settled later, includes rich farming areas devoted largely to wheat. In the northeastern part of the state are the famed Mesabi iron mines. The huge lakes and woods area has many fishing and family resorts. Minnesota was admitted to the Union in 1858 and is called the "Gopher State."

The crossing to the west bank of the Mississippi at La Crosse discloses a beautiful view of the great river with its towering bluffs along the Minnesota shore. At La Crosse the Dubuque and Illinois Division runs south while the Olympian *Hiawatha* follows the river northwestward most of the way to St. Paul.

WINONA—Population 24,965; altitude 664 feet; Chicago, 308 miles; Seattle, 1,818 miles. Winona is a Sioux word meaning "first born daughter." The charming city lies at the foot of Sugar Loaf mountain. Nearby is Lake Winona, called the first of Minnesota's 10,000 lakes. The dams you will see between here and St. Paul regulate the river level for navigation and flood control. A line bridging Ol' Man River leads to Durand, Eau Claire and Chippewa Falls in Wisconsin.

WABASHA was named for a chief of the Dakotah Sioux. The Zumbro river is crossed near Kellogg. The Mississippi widens just beyond here to form 25 mile long and 2½ mile wide Lake Pepin. Along its shores are **READ'S LANDING** and **LAKE CITY**.

Your route diverges from the river, but soon swings back again at **RED WING**. The Minnesota State Training School is to the south of the tracks. At **HASTINGS**, the Mississippi is recrossed by drawbridge to its eastern shore.

MINNESOTA



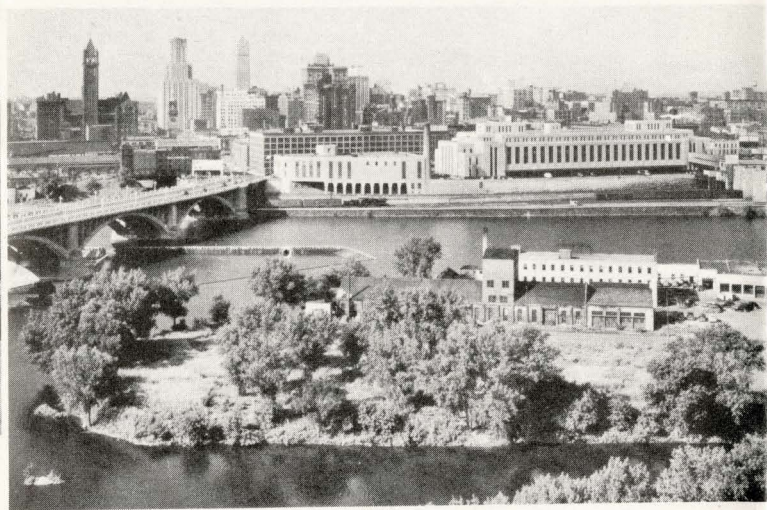
Along the Mississippi River

ST. PAUL—Population 310,155; altitude 722 feet; Chicago, 410 miles; Seattle, 1,779 miles. A trading post called Pig's Eye and then a few cabins clustered about the chapel of St. Paul were the beginnings of this thriving commercial center. The natural terraces on which the city stands set off its capitol and other fine buildings and afford many striking views. Fort Snelling, built in 1819, and now used by the Veterans Administration, is within the city limits at the junction of the Mississippi and Minnesota rivers.

In 1665 the missionary, Claude Allouez, wrote: "The Nadowessioux (Sioux) live on a great river called by them Mississippi." Exploring the river in 1680, Hennepin saw and named the Falls of St. Anthony at what is now Minneapolis. Following the Louisiana Purchase, President Jefferson sent Lt. Zebulon M. Pike to find the source of the Mississippi. On Sept. 23, 1805, Pike concluded a treaty with the Sioux by which the United States acquired the land on which Fort Snelling now stands.

MINNEAPOLIS—Population 517,410; altitude 844 feet; Chicago, 421 miles; Seattle, 1,768 miles. Early development of water power from the Falls of St. Anthony gave Minneapolis its start toward becoming one of the great flour milling centers in the country. A large boulder in Glenwood Park bears the inscription, "Latitude 45 degrees north! Longitude 93 degrees, 19 minutes, 10 seconds west!" It marks a spot exactly half way between the equator and the North pole. The buildings of the University of Minnesota may be seen on entering Minneapolis just before the Mississippi is crossed for the last time. Within the city limits are the Falls of Minnehaha immortalized by Longfellow in the poem, "Hiawatha."

GLENCOE, fifty miles west of Minneapolis, marks a change in the vegetation. Until the conifers of the mountains are reached, nearly all the trees beyond here are cottonwoods growing along the streams, or planted in farmyards for shade.



Downtown View, Minneapolis

GRANITE FALLS—Population 2,502; altitude 938 feet; Chicago, 541 miles; Seattle, 1,648 miles. Here the Minnesota River Valley presents a most interesting geological record. The wide valley south of the tracks now carries only a small stream, but was once the outlet of a lake of possibly 110,000 square miles. Further evidence of the prehistoric lake will be seen at Ortonville. Great boulders of red granite—called "mahogany" granite—mark this area. This is very old, igneous rock, scarred by glacial movements.

MONTEVIDEO—Population 5,441; altitude 924 feet; Chicago, 554 miles; Seattle, 1,635 miles. Here is a crossing of the Yellowstone Trail highway which parallels The Milwaukee most of the way from the Twin Cities to Seattle. Montevideo is exactly half way between Plymouth Rock, Mass., and Puget Sound. The Camp Release Monument, standing in a State Park about a mile to the south, commemorates the surrender of 269 white captives of Chief Little Crow to General Sibley in 1862.

ORTONVILLE—Population 2,500; altitude 988 feet; Chicago, 600 miles; Seattle, 1,589 miles. The town is situated on Big Stone lake, visible to the north, on the Minnesota-South Dakota boundary. It was through Big Stone that ancient Lake Agassiz, covering an area larger than the Great Lakes, emptied into what is now the Minnesota valley. A branch line of The Milwaukee leads from here to Fargo, N. D.

Through western Minnesota and the Dakotas, the farms are generally large and use power machinery for handling crops. Wheat is grown very widely, and there is also a considerable acreage of corn, oats, and specialized crops such as flax and barley. When the rainfall is good, crops are bountiful, and the numerous elevators you will note along the railroad serve to store the threshed grains before being shipped to terminal markets and mills.

SOUTH DAKOTA-NORTH DAKOTA



Main Street, Aberdeen, S. D.

✧ **SOUTH DAKOTA-NORTH DAKOTA** — These states were admitted to the Union together in 1889. Their broad, gently rolling plains stretch far and wide, and are drained by the mighty Missouri. In pioneer times, buffalo grass covered the plains, and this was the great buffalo country of the Indians. The buffalo have gone long since, but many Indians still live peacefully on government reservations. Dakota is an Indian word meaning "an alliance of friends."

MILBANK, S. D., has an English windmill on the station grounds that was built in 1884 by the Holland brothers. Used first as a grist mill and then as a sawmill, it has been maintained as a curiosity. West of Milbank, a steady climb is begun up the "Coteau" or hill. A rise of 858 feet is made in 22 miles on a one per cent grade. Near the crest, a grand panorama of farm land opens to the north up the Whetstone valley, and the land becomes more rolling.

BRISTOL—Population 672; altitude 1,777 feet; Chicago, 668 miles; Seattle, 1,521 miles. The double tracks separate here, the southern rails curving around a hill to avoid a heavy grade for eastbound trains. They join again at Andover. At Bristol a branch line connects the Hastings and Dakota division you are on with other divisions to the south.

ABERDEEN—Population 21,005; altitude 1,299 feet; Chicago, 707 miles; Seattle, 1,482 miles. At this trading center and division point, an important line from Sioux City, Des Moines, and other cities to the south and east joins the transcontinental route of The Milwaukee Road. One of the largest transit stock yards in the country is maintained here by the Road. Good pheasant hunting around here, so watch for birds near the tracks. From Aberdeen to Mobridge the country becomes hilly.



Beef on the Hoof

MOBRIDGE — Population 3,776; altitude 1,653 feet; Chicago, 805 miles; Seattle, 1,384 miles. The name is a contraction of Missouri Bridge (Mo. Bridge) that came into use during construction of the railroad west of here. This is the dividing line between Central and Mountain time; westbound, set your watch back one hour. At Mobridge we pick up the historic trail of Lewis and Clark. Commissioned by Jefferson to explore the Missouri, these pioneers left St. Louis May 14, 1804. On October 8th of that year, they camped on Ashley Island, just north of the bridge, among Arickaree (Ree) Indians. As the Lewis and Clark trail is close to the railroad, it will be crossed several times as you go westward.

On the station ground you will see a collection of "cannon balls." These spherical stones are concretions of sandstone taken from the Cannonball river. There are also "Conqueror Stones" associated with the legends of western Indians.

After crossing the Missouri, the route stretches for almost a hundred miles through the Standing Rock Indian Reservation. This is Sioux country. The Indians farm, irrigate some small acreages along the streams, and run some small but good herds of cattle. The Sioux tribe may have originated in the Carolinas, migrated to Wisconsin and then worked its way westward under pressure of white expansion. Sitting Bull, one of the greatest of Sioux medicine men chiefs, was killed by the Indian police southwest of McLaughlin in 1890, and is buried at Fort Yates.

LEMMON—Population 2,753; altitude 2,567 feet; Chicago, 904 miles; Seattle, 1,285 miles. A "Petrified Park" near the station contains a large collection of interesting fossils and petrified wood. The new Shadehill Dam, part of the Missouri River Basin, is about 12 miles to the south. After leaving Lemmon, your route crosses the North Dakota line and proceeds through the extreme southwestern part of the State. Here and there buttes appear. They result from the weathering away of softer materials, leaving rock or rock-protected earth standing in fantastic shapes. On some of the buttes, bright red streaks may be seen. This is scoria, or burnt clay. Lignite beds in the buttes caught fire and baked the clay strata to brick-like hardness. Scoria is used for road making around here.

MONTANA



Eagle Nest Tunnel—Montana Canyon

At IVES, an interesting section of the "Bad Lands" is entered and is traversed to MARMARTH near the Montana line. The bleak, arid land is heavily eroded. Just before reaching Marmarth, you cross the Little Missouri near the Theodore Roosevelt ranch.

✧ **MONTANA**—Admitted to the Union in 1889, this is the third largest of our states. Montana's area equals the New England states plus New York, New Jersey, Delaware and Maryland. Truly an empire in itself, Montana is aptly called the "Treasure State." Its topography includes vast plains and great chains of mountains, forests, rivers and lakes. Its grand scenery, deer, elk and bear, and its trout-filled lakes and streams attract thousands of sportsmen annually.

BAKER—Population 1,904; altitude 2,934 feet; Chicago, 1,015 miles; Seattle 1,174 miles. There's still wheat around, but you're getting into cow country. There are dude ranches nearby, and from here west all the way to the Bitter Roots. Natural gas in this region is piped to Miles City and the Black Hills area.

Around PLEVNA you will notice brown or black seams in the hillsides. This is lignite deposited when the dinosaur, eohippus—a fox-sized horse—and saber-toothed tiger roamed through the dense vegetation of tropical swamps.

TERRY—Population 1,000; altitude 2,247 feet; Chicago, 1,080 miles; Seattle, 1,109 miles. You are almost to the halfway mark. The railroad crosses the Yellowstone and follows the north bank almost to Miles City. There are thousands of acres of good, irrigated farm land in this region.

MILES CITY—Population 9,174; altitude 2,358 feet; Chicago, 1,119 miles; Seattle 1,070 miles. The last great "cow town" of the old West. Where the railroad crosses the Tongue river, General Custer and his command camped June 17, 1876 on their way to the Little Bighorn where he and 264 men were wiped out by the Sioux and Cheyennes under Sitting Bull and Crazy Horse. Southwest of Miles City is Signal



Source of Missouri River, near Three Forks

Butte, used by the Indians in relaying smoke signals to points as far south as the Black Hills of South Dakota. Miles City was named for General Miles.

Crossing the Tongue river, passing old Fort Keogh and again crossing the Yellowstone, the route lies along its north bank. This stream is the source of moss agates for which the district is famous. Opposite CARTERVILLE, center of an irrigation district, may be seen the mouth of the Rosebud river. Custer and the 7th Cavalry went up the Rosebud to ambush and death. Cattle and sheep graze on the buffalo grass, crested wheat and other grasses that grow on the ranges.

FORSYTH—Population 2,061; altitude 2,535 feet; Chicago, 1,164 miles; Seattle, 1,025 miles. Leaving the Yellowstone, the railroad climbs a scarcely noticeable rise and enters the irrigated valley of the Musselshell.

At tiny INGOMAR there is one of the largest sheep-shearing plants in the world. Looking to the north and ahead of the train at HIBBARD, you will see the Big Snowy mountains, first of the mountains on the westward trip. The Musselshell river is reached and crossed for the first time east of Melstone. There are many other crossings from here to Harlowton.

ROUNDUP—Population 2,852; altitude 3,188 feet; Chicago, 1,265 miles; Seattle 924 miles. The Bull mountains may be seen to the south. There are coal mines in this vicinity.

RYEGATE—Population 375; altitude 3,641 feet; Chicago, 1,306 miles; Seattle, 883 miles. Looking south and slightly ahead of the train you get a splendid view of the Crazy mountains. Elevation is steadily increasing, the land is hillier and the buffalo country is dropping behind.

MONTANA



Grand Canyon of the Yellowstone

HARLOWTON—Population 1,728; altitude 4,167; Chicago, 1,335 miles; Seattle, 854 miles. Named for Richard Harlow, builder of the Montana Central Railway, known as the "Jawbone Route." Part of this railroad was absorbed by The Milwaukee, and the balance abandoned. A branch line serving Lewistown and Great Falls runs to the north. This is the beginning of the first electrified zone—the world's longest continuous electrified ride. At this point massive electric locomotives are attached to trans-continental trains for the 440 mile trip through this electrified zone.

TWO DOT is deep in cattle and sheep country. The station was named for "Two Dot" Wilson whose brand "." on the left hip of his cattle, was known throughout the West. Here is the first electrical sub-station.

MARTINSDALE—Population 125; altitude 4,822 feet; Chicago, 1,360 miles; Seattle, 829 miles. The grade becomes heavier and the country rougher with the Little Belt mountains off to the north. There are many sheep ranges around here.

At **LOWETH** you reach the summit of the Big Belt mountains. Seemingly without effort, your train has carried you to an elevation of 5,799 feet—more than a mile above sea level. Though you are on a mountain top, the terrain is rolling and affords excellent grazing for animals. Leaving Loweth, a wide swing is made down the mountain side and across the valley. A rock formation resembling a medieval castle may be seen.

RINGLING—Population 70; altitude 5,304 feet; Chicago, 1,393 miles; Seattle 796 miles. The station was named for the Ringling family of circus fame. The White Sulphur Springs and Yellowstone Park Railway may be seen extending to the north.



Lewis and Clark Cavern, near Three Forks

MONTANA CANYON—Beginning at **SIXTEEN** and continuing westward for some twenty-five miles, Montana Canyon provides a glorious display of rugged mountain scenery. Deeply carved through sandstone, limestone and massive granite outcrops, the canyon displays spectacular evidence not only of water erosion, but of the volcanic upheavals that helped to form the Rockies and their outlying mountain chains. Sixteen Mile creek, its tiny pools filled with big, fighting trout, winds along beside the track, rushing down the western slope of the Belts to the Missouri river.

LOMBARD, just to the west of the canyon, marks another crossing of the Missouri and affords your first glimpse of the distant Rocky Mountains, the backbone of the Continent.

THREE FORKS—Population 1,147; altitude 4,062; Chicago, 1,450 miles; Seattle, 739 miles. Just to the east is the source of the Missouri. Lewis and Clark camped here in the summer of 1805 and named the three tributary streams the Madison, Jefferson and Gallatin. There is a bronze tablet to Sacajawea in the public park near the station, for it was just west of Three Forks that the Indian girl who guided the Lewis and Clark expedition, was reunited with her own people, the Shoshones.

Passengers to Yellowstone National Park leave The Milwaukee Road at Three Forks and proceed southward by motor car through the green Gallatin valley to attractive Gallatin Gateway Inn. To the east are the Bridger mountains, to the west, the Madison and Tobacco Root ranges.

Leaving Three Forks the railroad follows the lovely Jefferson river, entering the Jefferson Canyon at **SAPPINGTON**. About five miles to the west, some 1,500 feet above and to the right of the track, you may see the entrance to Lewis and Clark Caverns, Montana's famed "cavern in the sky" that lies high up in the Tobacco Root mountains. At **JEF-FERSON ISLAND**, now a small farming community, Lewis and Clark turned south along the Jefferson which the tracks now cross.



MONTANA



Along the Jefferson River

At **PIEDMONT**, altitude 4,355 feet, your train begins the climb over the main range of the Rockies. Swinging in wide arcs, it passes **VENDOME** (mile post 1,490) where you can see the tracks far above you. Just beyond **CEDRIC** (mile post 1,494) you cross a road famed in the violent history of the frontier West—the Vigilante Trail. Approaching **GRACE**, the track clings to a rocky mountainside with almost vertical walls to the right and a deep, wooded valley to the left. In the distant Tobacco Root mountains to the southeast may be seen the profile of the “Sleeping Giant”. As you ascend over a series of switchbacks, steadily upward you go through a landscape of boulders and stunted junipers until, 600 feet from the east portal of Pipestone Pass tunnel, a sign marks the **CONTINENTAL DIVIDE**, 6,347 feet above sea level.

Just west of Pipestone Pass, you go through **PENFIELD** and glimpse the Yellowstone Trail. Emerging from the second tunnel beyond Penfield, you get a distant bird's-eye view of Butte, the first of many as you descend the west slope of the Rockies.

BUTTE—Population 32,904; altitude 5,538 feet; Chicago, 1,522 miles; Seattle, 667 miles. Vigorous, dynamic Butte, built upon the “richest hill in the world,” has produced one-third of all the copper mined in the United States. Though it got its start on gold panned from Silver Bow creek, copper later became the outstanding product of the 2,700 miles of underground workings that honeycomb the hills of Butte. The world-famous School of Mines of Montana University is located here. From a gold camp in 1864, Butte rose to its present position in the mining world—a unique, colorful and democratic city with an unequalled record of wealth production.

Beyond Butte the route lies along Silver Bow creek and then through Silver Bow Canyon. The rock is volcanic rhyolite, white when freshly exposed, but soon weathering to a variety of rich reds. Silver Bow creek formerly had many names as it flowed westward—the Deer Lodge, Hellgate, Missoula, and finally the Clark Fork. Most modern maps



Montana's River of Many Names

show it as the Clark Fork, the official government name.

Just after passing **FINLEN**, the town of **ANACONDA** may be seen across the valley to the west. A 585 foot smoke stack marks the smelting plants where the copper ores of Butte are reduced. Triple-peaked Mt. Powell, 10,400 feet high, is seen to the west.

DEER LODGE—Population 3,715; altitude 4,508; Chicago, 1,562 miles; Seattle, 627 miles. The buildings of the State Penitentiary are east of the town which is one of the oldest in Montana. On the station grounds is a statue of Capt. John Mullan, builder of the Mullan Road. In 1859, Congress appropriated \$100,000 for a military wagon road from Fort Benton, head of navigation on the Missouri, to Walla Walla on the Columbia. Mullan built the road in record time. The Milwaukee follows the same route from west of Deer Lodge, and remnants of the original wagon road may be seen from time to time. Deer Lodge got its name from a hot spring that was a popular “lick” for white-tail deer.

Eighteen miles west is **GOLD CREEK**. In 1852 Benetsee Finlay panned from the creek the first flakes of gold found in Montana. Between **GARRISON** and **GOLD CREEK**, a monument marks the place where the last spike in The Milwaukee Road's coast extension was driven May 19, 1909.

DRUMMOND at the west end of Deer Lodge valley is a sheep and mining country. Big baking potatoes, sugar beets and alfalfa are grown in irrigated land. Look toward the rear of the train, and you see a grand panorama of distant mountains. The route crosses the Clark Fork and enters Hell Gate Canyon (Porte d'Enfer of the early French traders), scene

MONTANA . . . IDAHO



In the Heart of the Bitter Root Mountains

of raids by the Blackfoot Indians against the more peaceful Flatheads. A deep fold of the underlying limestone forms the bottom of the canyon, while high above may be seen again the white of the limestone where it has folded back on itself. Red shales and sandstone appear below this white ledge.

A little west of BEARMOUTH you may notice a small orchard. The first one visible since leaving the midwest, it is an outpost of the fruit raising district of the famed Bitter Root valley.

At BONNER JUNCTION a branch line follows the Blackfoot river into rich timber country. Capt. Lewis made his way up the Blackfoot returning from the Pacific.

MISSOULA—Population 22,320; altitude 3,183 feet; Chicago, 1,641 miles; Seattle, 548 miles. The buildings of Montana University may be seen south of the tracks just east of The Milwaukee Road station. Dating back to the founding of the Mission of St. Mary's in 1841 by Father de Smet, Missoula has developed into the metropolis of western Montana, and a city of notable beauty. It is a gateway to Flathead Lake, Glacier National Park and scenic dude ranch areas.

The nearby Bitter Root and Grass Valleys are famous for bush and tree fruits. To the north of Missoula, Mt. Jumbo bears on its face a record of the various water levels of ancient Lake Missoula that once covered the valley with a thousand feet of water.

Leaving Missoula, Mt. Lolo marks Lolo Pass to the southwest. Through this defile, Lewis and Clark finally crossed the mountain barrier in September, 1805. Your route crosses the Clark Fork and follows it to its junction with the St. Regis at the station of the same name. The valley grows narrower and affords a beautiful view just after passing HUSON about 20 miles west of Missoula.



The Shadowy St. Joe River

West of ALBERTON and about a mile and one-half east of CYR, the tracks cross the Clark Fork on a high bridge. Four miles west of Cyr, a wonderful rock formation, exposed by a mountain slide, displays striking colors. Just east of COBDEN, about 400 feet above the tracks, may be seen the entrance to a cave said to have been used by cliff dwellers from the South.

ST. REGIS—Population 425; altitude 2,678 feet; Chicago, 1,716 miles; Seattle, 473 miles. The big bend of the Clark Fork. Here the river is crossed for the last time and the gentle up-grade of the valley along the St. Regis marks the beginning of the ascent of the Bitter Roots. Beyond DREXEL the first snow shed is seen—a reminder of the heavy snows of winter.

At HAUGAN there is a huge Government forest nursery and the climb steepens. To the right of the tracks, a beautiful canyon opens out at SALTESE. On up you go, winding through the mountains. Just beyond BRYSON is a series of great "switchbacks" where you can see the track ahead across a deep valley.

ST. PAUL PASS TUNNEL marks the summit of the Ritter Roots at an altitude of 4,170 feet. Beginning at EAST PORTAL, Montana, the 8,771 foot tunnel crosses 1,000 feet below the state line and emerges in Idaho.

✱ **IDAHO**—Admitted to the Union in 1890 as the 45th State, Idaho has an area nearly equal to that of Pennsylvania and Ohio combined. The route of The Milwaukee Road crosses the narrow northern section of the state where the distance from the east to west boundaries is just 100 miles.

The descent of the mountains from ROLAND to AVERY is scenically beautiful and a magnificent piece of engineering. Swinging in wide turns, a 1½% grade lowers the track 2500 feet in a distance of 22 miles. Cuts and fills, tunnels and viaducts are



From Lookout Hill, Spokane, Wash.

used to do the job. The crossing of the Bitter Roots is one of the world's outstanding scenic rides.

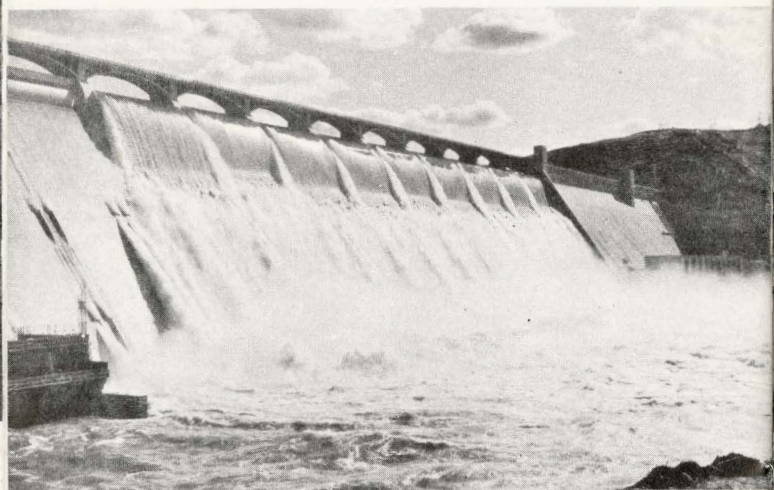
EVERY—Population 245; altitude 2,492 feet; Chicago, 1,773 miles; Seattle, 416 miles. Here, after crossing the Big Belts, Rockies and Bitter Roots, the first zone of electrification ends. Avery, set deep in a canyon, is a railroad division point. Westbound, your watch should be set back an hour from Mountain to Pacific time.

From **MARBLE CREEK** to **CALDER** the canyon walls are high and interesting rock formations are seen. Beginning at **ST. JOE** and continuing to **ST. MARIES**, lumbering is a major industry. Watch for small tugboats pulling log tows on the shadowy St. Joe river.

ST. MARIES — Population 2,220; altitude 2,145 feet; Chicago, 1,818 miles; Seattle, 371 miles. Located at the junction of the St. Maries and the beautiful St. Joe, the town has several lumber mills near the track. A branch line goes south from here to the Elk River lumber country. The St. Joe river flows northwest into Lake Coeur d'Alene.

Emerging from a short tunnel about a mile west of **RAMSDELL**, you can see the broad expanse of lovely Lake Chatcolet. In the distance is Lake Coeur d'Alene, a gem in a mountain setting. These are glaciated lakes and popular summer resorts. The tracks diverge at **PLUMMER JUNCTION**, those to the left being used for through freight service and by-passing Spokane. About a mile west of **SETTERS**, the Idaho-Washington boundary is crossed.

✧ **WASHINGTON**, the "Evergreen State" was admitted to the Union in 1889. Washington was included in the original Oregon Country, the only part of the U. S. that never owed allegiance to a foreign power, and that was acquired through discovery and occupation.



Grand Coulee Dam, Wash.

The state was part of the land under debate in the great "54-40 or fight" episode. Always a great producer of lumber, Washington has made immense industrial strides in the past ten years.

The eastern part of the state, and the rolling Palouse country to the south of Spokane, is a fine agricultural area with huge wheat farms. Seed and canning peas are also an important crop.

From **MANITO** to **DISHMAN** the descending grade is rather sharp and follows the Spokane river valley, wide at Manito and narrowing as Spokane is approached. Rock formations of Yakima basalt appear—rugged reminders of the great lava flow that once spread its fiery flood over most of this section. Few scars remain near Spokane, but farther west the barren and desolate scablands of the Columbia are mute reminders of the ancient cataclysm.

SPOKANE — Population 175,600; altitude 1,902 feet; Chicago, 1,879 miles; Seattle, 310 miles. Industrial, commercial and vacation center of the "Inland Empire," a territory as large as France. Originally called Spokane Falls because of its situation at the falls of the Spokane river, the city has grown into an important metropolis. Plentiful hydro-electric power has brought it the name of the "Power City."

92 miles west of Spokane and conveniently reached by motor coach, is Grand Coulee Dam. This world's greatest construction project impounds the waters of the mighty Columbia river in a lake 162 miles long, and is a fascinating spot to visit.

Upon leaving the station at Spokane, your train crosses a high bridge which, in turn, spans a concrete highway bridge over the Spokane river. The falls are just below the bridge. A little farther west another high span crosses the river and affords a

WASHINGTON



In the Cascade Mountains

delightful view of the valley. West of CHENEY the country becomes level and fewer trees are seen. At MARENGO the tracks, which separated at Plummer Junction, rejoin and the route is through farming country.

LIND—Population 793; altitude 1,415 feet; Chicago, 1,965 miles; Seattle, 224 miles. Under ideal weather conditions, the snowy crown of Mt. Rainier, 125 miles away, may be seen outlined against the sky ahead. At WARDEN a branch line leads northward to Marcellus and Moses Lake, an irrigated section.

OTHELLO—Population 650; altitude 1,039 feet; Chicago, 2,000 miles; Seattle, 189 miles. This is the eastern end of the second 216 mile electrified zone which extends to Tacoma. The Milwaukee Road has 656 miles of electrification through some of the finest mountain scenery of the Belt, Rockies, Bitter Root and Cascade ranges. Development of the Columbia River Basin project will bring sizeable acreages near Othello under irrigation in 1953. As a result, the town is already showing marked growth and progress.

The route lies almost due west along the north side of the Saddle Mountains, through towns with old world names—CORFU, SMYRNA and JERICHU. Following Crab Creek, the rails lead to the Columbia river at Beverly.

BEVERLY—Population 49; altitude 541 feet; Chicago, 2,038 miles; Seattle, 151 miles. Here the Columbia has cut its way through the Saddle mountains. 2,000-foot bluffs on both sides of the river dwarf the mile long steel bridge that carries your tracks. A branch line leads down the west bank of the Columbia to Hanford in the Priest river country. Hanford, of course, is now widely known as one of the great centers of atomic research. During the war years, The Milwaukee hauled many thousands of cars of construction materials to Hanford.



Roaring Creek Falls — Lake Keechelus, Wash.

At Johnson's Creek tunnel near BOYLSTON the summit of the Saddle mountains is reached at 2,455 feet. Mt. Rainier may be seen from time to time, a particularly fine view presenting itself from the high bridge just before reaching RENSLOW. KITTITAS is one of the oldest irrigated regions in the state and produces bumper crops of fruit, wheat, oats, potatoes, sweet corn, peas and other vegetables.

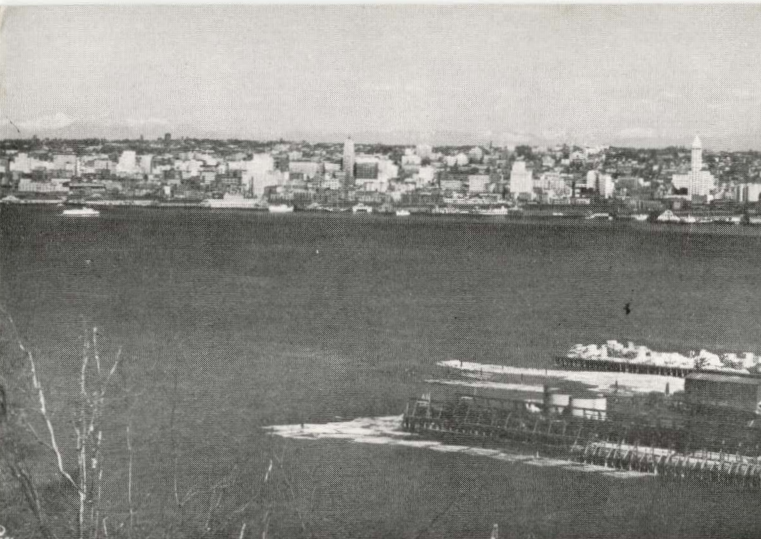
ELLENSBURG—Population 8,417; altitude 1,585 feet; Chicago, 2,074 miles; Seattle, 115 miles. This pleasant agricultural town is located in the beautiful Kittitas valley. A little farther on, the Yakima river is crossed and the railroad follows its canyon. At THORP there is a fine view up and down stream.

CLE ELUM—Population 3,000; altitude 1,935 feet; Chicago 2,099 miles; Seattle 90 miles. From Cle Elum you get your first full view of the Cascade mountains. Though having many rocky peaks, the Cascades are heavily forested with evergreens and often wreathed with clouds. Here is a beautiful section that is ever fresh and changing. Leaving Cle Elum, the Yakima is again crossed and the steady climb up the last mountain range begins.

EASTON—Population 250; altitude 2,169 feet; Chicago, 2,111 miles; Seattle, 78 miles. The tracks pass through a picturesque gorge and enter a heavy forest, then along the shore of Lake Keechelus.

The entire section just to the east and west of the crest of the Cascades is scenically interesting. Snows are heavy in winter, but the summer climate is pleasant and the area is now being developed for resorts and homes.

SNOQUALMIE TUNNEL, 2¼ miles long, is a straight bore through the mountain, your train emerging on the west slope of the Cascades. Heavy mountain grades have been eliminated by this tunnel without any sacrifice of scenic beauty. ROCKDALE, at the western portal, affords an inspiring view. Glaciers



Seattle Skyline and Waterfront

have carved the Cascades into many interlacing canyons, but this rugged terrain is softened by green forests. To the north, on a rocky pinnacle, is a Forest Ranger lookout station. To the south appears the headland called McClellan's Butte, named for the Civil War general who surveyed the Snoqualmie Pass route in 1853.

CEDAR FALLS—Population 120; altitude 938 feet; Chicago, 2,150 miles; Seattle, 39 miles. From here to **LANDSBURG** the country is known as the Seattle Watershed and provides the water supply for the city. A branch line from picturesque Cedar Falls follows the Snoqualmie northwest to Everett, while the main line crosses a glacial moraine into the valley of the Cedar river, and follows it to Renton. At **MAPLE VALLEY** a fine view of Mt. Rainier is to be had by looking to the rear after leaving the station.

RENTON—Population 16,039; altitude 37 feet; Chicago, 2,177 miles; Seattle, 12 miles. Located at the foot of Lake Washington, Seattle's freshwater harbor, Renton is a growing suburb with several big industries.

SEATTLE—Population 462,981; altitude 15 feet; Chicago, 2,189 miles. Founded in 1852 and once merely the jumping-off place for Alaskan gold miners, this young city has grown magically in wealth, beauty and population. It is the home of the University of Washington. Located on Puget Sound with a natural, salt water harbor in Elliot Bay and the fresh water harbors of Lake Union and Lake Washington,

WM. WALLACE
Asst. Passenger Traffic Mgr.
Chicago, Illinois

H. SENGSTACKEN, *Passenger Traffic Manager*, Chicago, Illinois



Tacoma, Wash.

Seattle is a great world port. It is the gateway to Alaska as well as to Russia, China, Japan, Hawaii, the Philippines and Australia. The military reservation of Fort Lawton is within the city, and the giant U. S. Navy Yard at Bremerton is just across the Sound. Beyond Bremerton and stretching to the Pacific shore is the great Olympic Peninsula with its mountains, lakes, forests and beaches. Seattle's mild year 'round climate further enhances the attractions of this vigorous city with its striking business district, fine parks and lovely residential areas.

TACOMA—Population 142,975; altitude 63 feet; Chicago, 2,207 miles. Only 30 miles away from its sister city, Tacoma is the western terminus of The Milwaukee Road. Like Seattle, Tacoma lies on a series of hills beside Puget Sound. Its deep-water harbor is Commencement Bay, and it was as Commencement City that Tacoma was settled in 1852. Tacoma is the gateway to Mt. Rainier National Park. It is a city of homes and parks, known for its fine public school system, and is considered the lumbering capital of America.

Both Seattle and Tacoma are the hub of the Northwest Wonderland, an empire of recreational attractions unsurpassed in this country. Easy of access from these cities are Mt. Rainier, the Olympic Peninsula with its Loop Highway and Olympic National Park, Mt. Baker and other Cascades Resorts, the San Juan Islands, the British Columbia cities of Victoria and Vancouver, and Alaska. To the south is Portland and the Columbia River Highway.

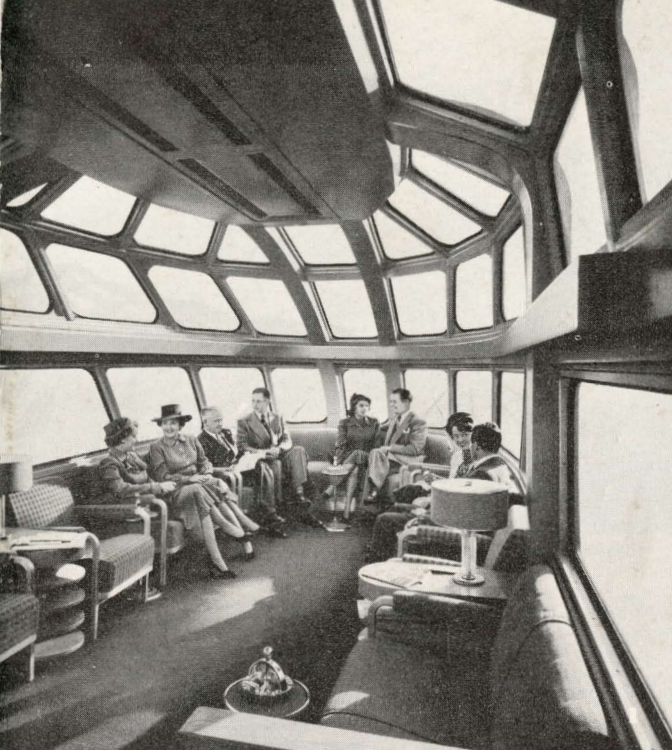
O. R. ANDERSON
General Passenger Agent
Seattle, Washington

List of Tunnels

Name	State	Miles from Chicago	Length in feet	Altitude in feet
Tunnel City	Wisconsin	243.8	1,330	1,066
Red Tunnel	Montana	1,398.8	378	5,146
Canyon	"	1,408.2	169	4,813
Eagle's Nest	"	1,408.5	370	4,793
Josephine	"	1,410.2	334	4,715
Deer Park No. 1.....	"	1,421.3	493	4,285
Deer Park No. 2.....	"	1,422.1	222	4,247
Deer Park No. 3.....	"	1,423.7	163	4,188
Lombard	"	1,429.8	207	3,990
Fish Creek	"	1,496.7	426	5,491
Pipestone Pass	"	1,505.4	2,291	6,335
Blacktail Creek No. 1..	"	1,507.6	1,171	6,185
Blacktail Creek No. 2..	"	1,508.9	527	6,100
Garrison	"	1,573.6	1,975	4,294
Nimrod	"	1,612.4	1,157	3,671
Beavertail	"	1,616.0	904	3,615
Bonner	"	1,635.6	620	3,279
Nine Mile	"	1,668.3	170	3,051
Cyr	"	1,677.1	252	2,996
Dominion Creek	"	1,745.6	422	3,880
St. Paul Pass.....	"	1,749.3	8,733	4,170
Dry Creek	Idaho	1,752.4	790	4,041
Moss Creek	"	1,753.3	1,517	3,967
Small Creek No. 1.....	"	1,754.2	279	3,910
Small Creek No. 2.....	"	1,754.3	377	3,903
Loop No. 1.....	"	1,756.2	966	3,753
Loop No. 2.....	"	1,756.5	683	3,740
Clear Creek No. 1.....	"	1,759.0	470	3,528
Clear Creek No. 2.....	"	1,759.2	178	3,510
Deer Creek No. 1.....	"	1,763.2	217	3,190
Deer Creek No. 2.....	"	1,764.1	222	3,123
Glade Creek No. 1.....	"	1,764.6	332	3,092
Glade Creek No. 2.....	"	1,765.3	638	3,035
Kyle	"	1,766.2	462	2,963
Stetson No. 1.....	"	1,768.5	462	2,787
Stetson No. 2.....	"	1,770.0	416	2,671
Stetson No. 3.....	"	1,770.5	552	2,632
Herrick	"	1,790.0	515	2,254
Benewah	"	1,824.3	363	2,145
Spokane	Washington	1,876.8	863	1,884
Johnson's Creek	"	2,043.0	1,973	2,455
Horlick No. 1.....	"	2,072.3	496	1,741
Horlick No. 2.....	"	2,073.2	1,239	1,753
Easton	"	2,098.9	203	2,214
Whittier	"	2,104.9	528	2,409
Snoqualmie	"	2,115.6	11,888	2,564

Memoranda

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



2

- 1 Luxurious Skytop Lounge is glass-enclosed for thrilling scenic views.
- 2 Double bedrooms have every facility for day and night comfort.
- 3 See everything through the 3 by 5 foot windows of the Super Dome car.
- 4 Roomettes for one have full room facilities in more compact form.
- 5 A unique Milwaukee Road feature are the thrifty Touralux sleepers.
- 6 The smart Cafe Lounge on the lower deck of the Super Dome car.
- 7 40-seat Luxurest coaches have individual reclining chairs with adjustable leg rests. All seats are reserved.



3



5



7



THE MILWAUKEE ROAD

Route of the SUPER DOME HIAWATHAS