



Victory Vacations






This is a re-issue of the book originally entitled "Veterans' Victory Vacations" which was prepared and edited for distribution among members of the armed forces. Accurate information on costs is now or soon will be available.

U See **A**merica

Issued by

THE MILWAUKEE ROAD



THE BOOK THAT WENT YOU PLAN YOUR FIRST


Back in the tense war years an idea was born that claimed, not one, but many fathers. It had its genesis in conversations with the men of the armed forces on Milwaukee Road troop trains and in canteens; in letters from sailors in Asiatic waters and from WACs in England.

All over the world young Americans found themselves, in their leisure hours, beset with deep nostalgia for the mountains and forests, the fields and shores of home; for all the wonderful playgrounds that had been their favorite vacation spots in the happy days of peace.

"Give us," they said, "a book or something that will recall the sight and sound of the places we used to go. It will help us to do a little mind-traveling now, and to plan that first wonderful vacation back home."

So we went to work and "Veterans' Victory Vacations" was the result. It had to be small enough and light enough for overseas mailings. Otherwise, there were no restrictions. And, if you'll pardon our boasting a bit, we scored a direct hit. A good many thousands of the books went to the theatres of war, and a comfortable percentage of the recipients sent us their grateful acknowledgments.

We know that "VVV" was read, passed around and re-read in



TO BATTLE MAY HELP PEACETIME VACATION



chow lines and on troopships, at airfields and rest camps, at radar stations and OPs. It brought the spicy, sun-warmed smell of Washington forests to men lonely for tall conifers. It sent an icy Montana trout stream brawling through a sweltering New Guinea forest. It dotted the African desert with birch-rimmed Wisconsin lakes.

Well, what's good medicine for one American is good for another . . . or the same American whether in uniform or in slacks. With many requests still coming in, we decided to re-issue the book for you. A few changes have been made—including the use of a heavier paper than was available during the war. We hope "Victory Vacations" will help you make this summer's trip the best you have ever had.

Traveling may not be too easy this summer, but we feel confident that we'll be able to take you where you want to go on a Milwaukee Road train. By the time this book is in your hands we'll be able to quote you vacation fares and current travel costs. There's just this—please do your planning and make your reservations early. We'll be glad to help you in every way we can. You'll find a list of Milwaukee Road Travel Bureaus (they're staffed by men who know the West) on the inside back cover of this booklet.



AMERICA!

*"I love thy rocks and rills,
Thy woods and templed hills"*

THOSE lines didn't mean much to us way back when we sang them as starry-eyed school kids. But they gained new significance to those stationed in some "God-forsaken" spot across the seas.

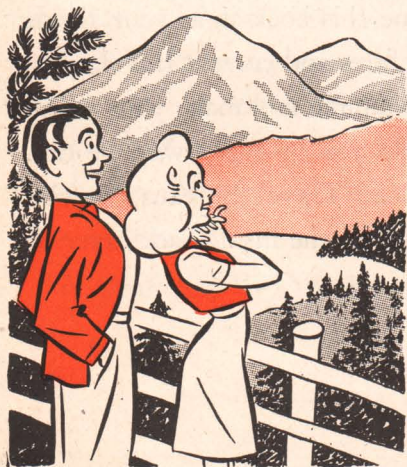
It could be that Corporal S., who wrote about a foreign resort, "I wouldn't trade our Water Works Park for all of ——— (censored)" was biased. Although it's more likely that the home town park popped into the corporal's head as the symbol of America's recreational attractions . . . attractions too numerous to mention. For in the U. S. A. there are more recreation areas, more amusement spots along with better facilities for enjoying them, than in any other country in the world.

If it's mountains you want, you'll find every variety between the rocky hills of New England and the snow-clad peaks of the Pacific Northwest. If it's woods-and-waters that call, you don't have to go far. You can be cool or warm or hot or cold—suit yourself. Live below sea level or up in the clouds. Bask on beaches or slide on snow any month of the year.

For those who want to feel pavement under their feet, great cities offer their hospitality. Here are talked-about theatres and sports stadia, celebrated wining and dining places, amusement parks and dance pavilions, famous museums and art galleries.

Accommodations? Take your pick . . . luxurious hotels and modest boarding houses . . . fashionable inns and rustic cabins . . . hunting lodges and fishing shacks . . . cozy rooms on trains or steamers.

There are no passports or custom inspections required in the U.S.A. You'll be warmly welcomed wherever you go. And along the way you'll find fun, sociability, sport, education, or whatever you're after, in profusion.

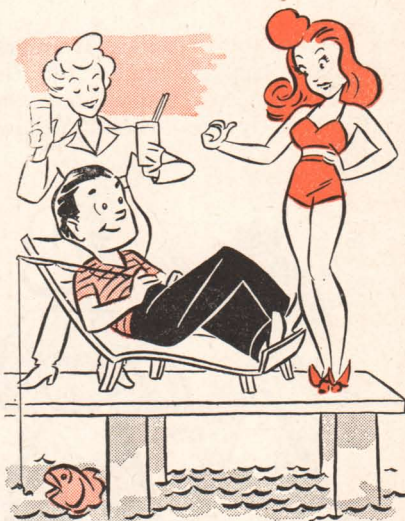


From the Great Lakes to the Pacific

With so many places to go in this Land of ours it's impossible to cover them all in this small volume. The contents therefore feature the territory we of The Milwaukee Road—who are sponsoring this edition—know best: the Midwestern and Northwestern states.

Here the U. S. Government has set aside vast areas as national parks, national forests and game preserves. Here is everything typically American . . . dynamic cities and golden wheat fields . . . great rivers and deep water harbors . . . endless prairies and skyscraping mountains.

Perhaps you've glimpsed some place described in these pages while "shipping" around and want to know it better. Perhaps you'll want to visit a buddy. Perhaps you're contemplating a honeymoon trip. Or perhaps you're looking for a place to settle down in and work where you like the climate, the scenery, the people or the opportunities. In any case the following pages take you through some of the most interesting and amazing sections of our Land. The text is full of good tips on travel and sight-seeing . . . on how best to enjoy yourself . . . and estimates on approximately how much all this will cost.



Your Inning for an Outing

One of these days your inning for an outing will come. In the meanwhile may this book help to bring your America a little closer. May it help conjure up a sky-blue lake set in a silent pine forest . . . it's noon and you're lying low in the cool shadows . . . there's the aroma of trout and bacon browning in the pan and from afar the put-put of an outboard.

May this book bring to mind the laughter and shouts of a happy crowd on a sun-drenched beach . . . carry you across the open range country to watch the ever-distant, purple foothills from the lazy comfort of an observation car . . . give you the lift that comes at first contact with a strange city . . . suggest the warmth and friendship of a chair in front of a log fire after a day in the open . . . lull you to repose with the soft music of a swirling trout stream or the muted roar of a great waterfall.

May it make you think even more kindly and lovingly of your Country and all it holds. If this book does any of these things while helping you to while away an hour or two—if it prompts a germ of a thought for a happy tomorrow—then we will consider it a huge success.

YELLOWSTONE NATIONAL PARK

"Greatest Show on Earth!"

IT was John Colter, frontiersman, trapper, guide for the Lewis and Clark Expedition, who inadvertently discovered Yellow-



stone in 1807. Wounded in an Indian skirmish near Jackson Hole, Wyoming, he was pursued by the hostile redskins till he found sanctuary among the weird wonders of what was to become known as Yellowstone Park.


The Indians had a superstitious fear of the spouting, growling geysers, the bubbling cauldrons of mud and the other eerie phenomena of Yellowstone. In their wanderings they gave it a wide berth. On returning to the outposts of civilization, Colter told of his experience.

While his reputation as a frontiersman was prodigious, his story about the land that spouted steam and mud was received with skepticism and people nicknamed the place "Colter's Hell."

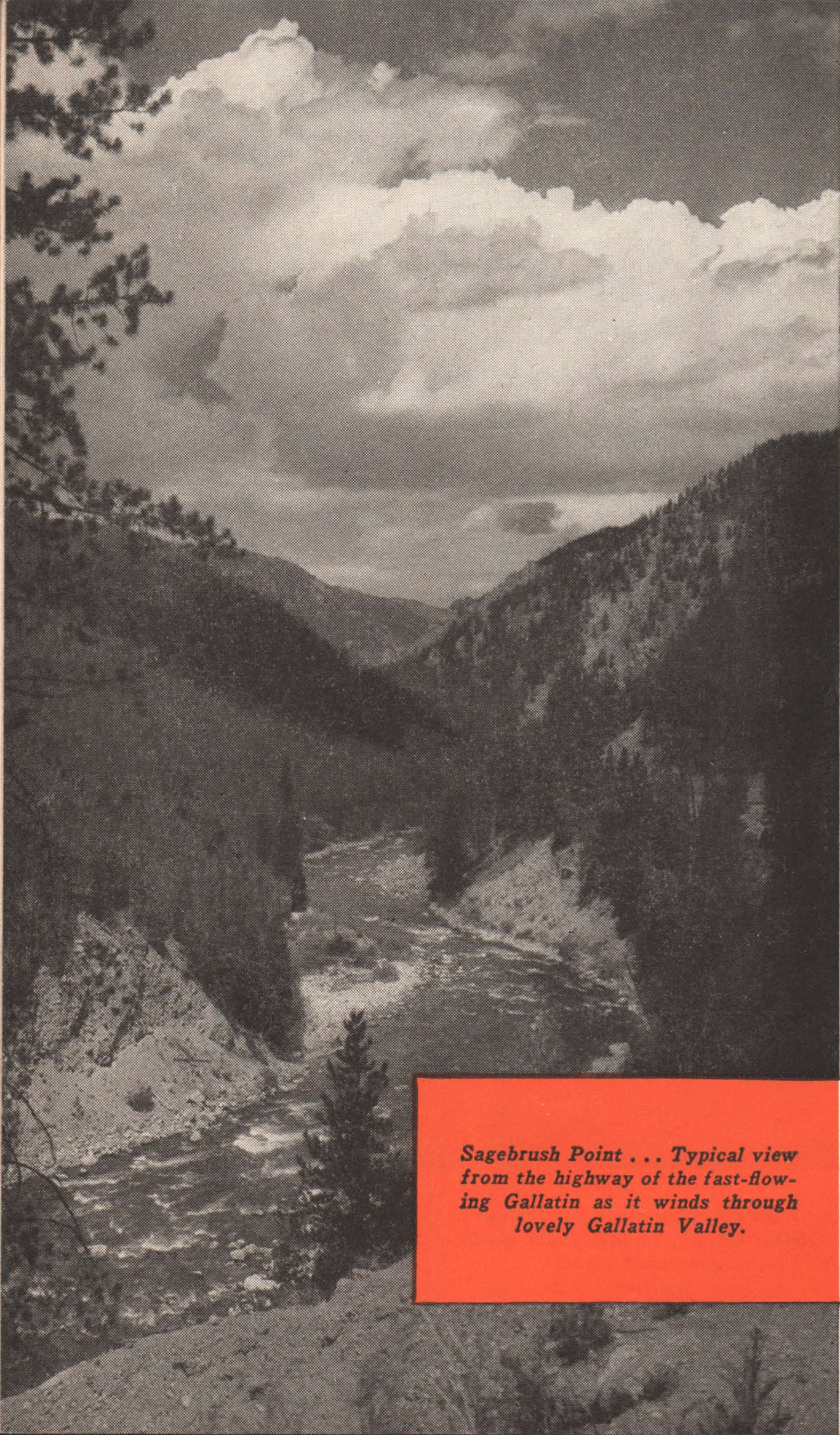
Some twenty years later, Jim Bridger, another famous frontiersman, trapper and Indian scout, entered the region known as "Colter's Hell." Jim was noted for his woodcraft and daring, but not for his veracity; so when he attempted to verify and embellish the fantastic tales of his predecessor he promptly won the title of "the world's greatest liar." Even his bosom companion, Kit Carson, with whom he was wont to tip the jug, scoffed at Bridger's tales of enormous, bubbling paint pots, cliffs of glass and colored terraces, although trusting his pal's aim with a rifle to the extent of letting him shoot cups off his head. Colter and Bridger were in the position of Marco Polo, who had discovered an empire so strange that its very existence was doubted.

The First National Park

Not until 1870, when a public exploring party made a thorough study of the region, were its wonders accepted as a fact. Then, action quickly followed. In 1872 a bill was introduced before Congress and speedily passed, that es-



*Of all the many geysers in the Park,
Giant Geyser, in the Upper Basin,
spouts the highest.*



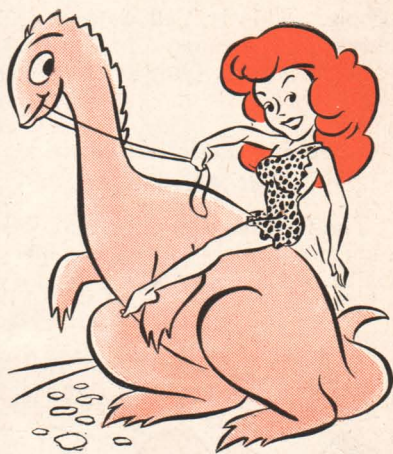
*Sagebrush Point . . . Typical view
from the highway of the fast-flow-
ing Gallatin as it winds through
lovely Gallatin Valley.*

established Yellowstone as the first of our national parks, under the jurisdiction of the Department of the Interior, although for many years the superintendent was an army officer and a squadron of U. S. cavalry stationed at Ft. Yellowstone patrolled the Park. The Interior Department now directly administers all of the national parks and monuments through the National Park Service.

Yellowstone is a vast rectangle of 3,438 square miles—62 miles long and 54 miles wide—lying in the northwest corner of Wyoming and overlapping into Montana and Idaho. It is a broad, volcanic plateau with an average elevation of 8,000 feet, and with mountain peaks in and around the park rising as high as ten and twelve thousand feet . . . more than two million enchanted acres with the greatest and most varied array of wonders on all the earth.

Yellowstone's Past

But all this is recent history. Take a brief look at the amazing past of Yellowstone. More than a million years ago, the present plateau was a parched, arid plain sheltered behind the buttresses of the continent's two great mountain ranges—Appalachia in the east and Cascadia in the west. Slowly, the land sank and Yellowstone was buried a hundred fathoms deep under the arctic waters of the Sundance Sea. As the invading waters retreated, a shift in temperature changed Yellowstone into a huge sub-tropical marsh where giant dinosaurs drowsed and fed in the green half-light that filtered down through great jungle trees . . . something worse than the South



Pacific jungles or even the dreams of a lotion drinker

The next great geologic change saw Yellowstone thrust skyward by the slow buckling of the earth's crust . . . scorched and shaken by a million years of volcanic activity . . . covered by a vast sea of molten rhyolite. The hot lava slowly cooled and was in turn engulfed by creeping rivers of blue-green glacial ice.

As this new ice age ended, countless sediment-bearing streams roared down from the melting glaciers and aided by the bitter winds of high places, began carving Yellowstone into its present form. Even today, Yellowstone is a "young" land that is undergoing relatively rapid changes. The subterranean heat that causes its geyser activity is slowly subsiding. Old geysers die out and new ones grow in power and regularity. Imperceptibly, the canyons deepen, and erosion carves new patterns on rocky walls. This is the land rich in forests and wild-life, and gemmed with sparkling mountain lakes, that has been set aside for the perpetual enjoyment of our

people. This is Yellowstone . . . oldest and greatest of America's national parks. Quit aviating you say? O. K.

Seeing Yellowstone to Best Advantage

The four most popular and convenient entrances to Yellowstone—Gallatin Gateway, West Yellow-



stone, Gardiner, Cody—are served conveniently by both railroads and highways so that you can go in one gateway and come out another. A good road circles the park and by following this and by making a few turn-offs on side roads or trails you can see all the principal points of interest. When last operated the official motor bus tours took a minimum of about three days in the Park.

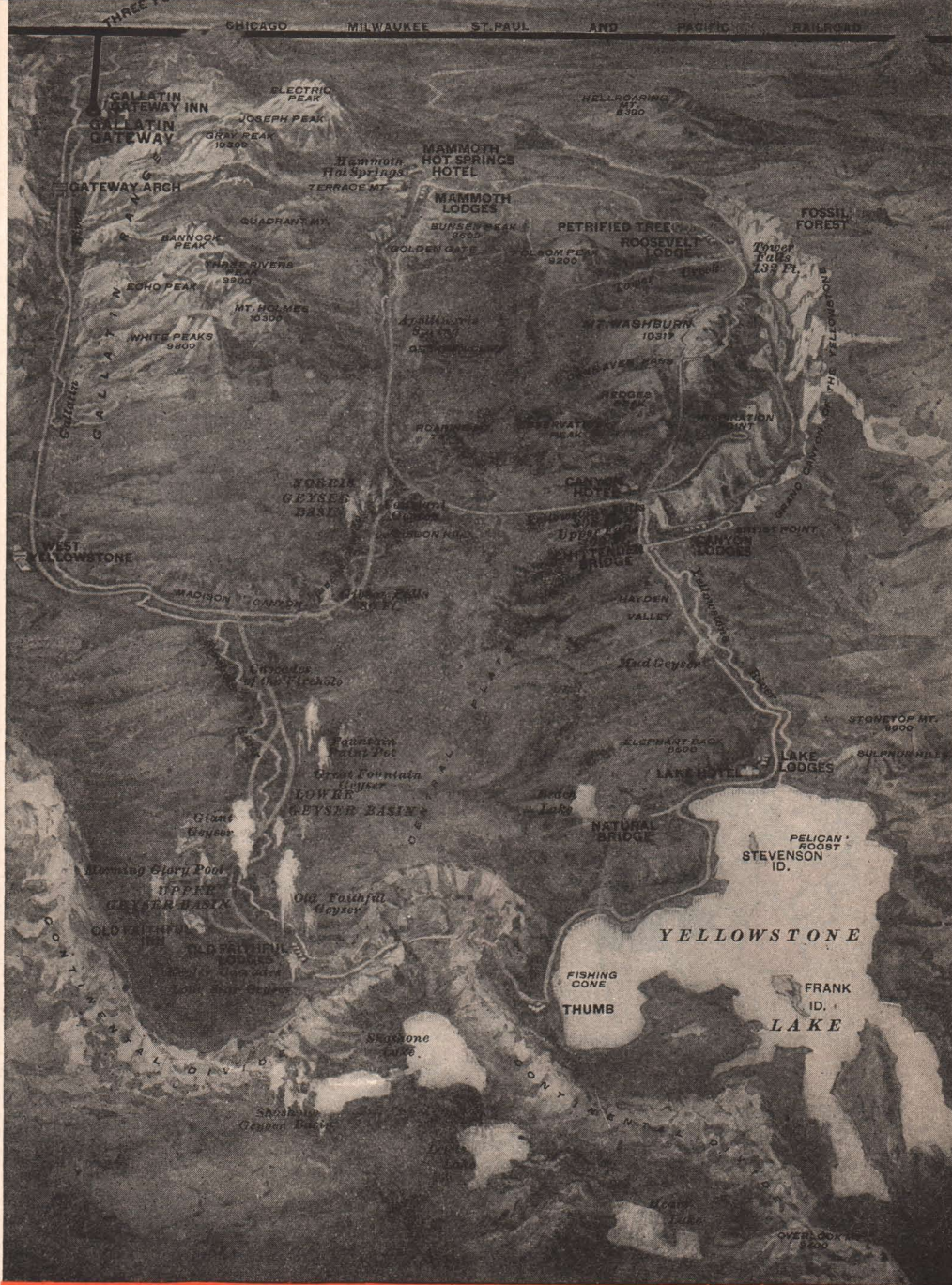
In your own car you may of course get around much faster, but covering the ground on your own you are very apt to pass by some of the attractions you have come so far to see. Snafu! Then too, you forego the opportunity of having the chief objects of interest

described for your benefit by the park bus drivers. Some years ago the trip used to be made by stage coach. It then took seven days, but with this romantic mode of transportation you moved leisurely and really saw everything.

In order to illustrate how a trip through Yellowstone "works" let's start with an imaginary tour through the Gallatin Gateway, which is the entrance served by The Milwaukee Road. It begins at Three Forks, Montana, a ranching and farming center, on the main electrified line of The Milwaukee Road near the confluence of the Jefferson, Madison and Gallatin rivers which form the Missouri. Here Lewis and Clark's expedition camped in the summer of 1805. And here Emanuel Lisa established a trading post of the Missouri Fur Company in 1810.

From Three Forks the railroad's branch line trains or its buses take you thirty-five miles to mountain-cradled Gallatin Gateway Inn. This is a delightfully comfortable place to stay a while and get acquainted with the West, and there is more about that later. But now we are on our way to Yellowstone, so after a sneak preview of the "Corral" . . . a swell spot for a "quickie" . . . and an appetizing meal, we board an official Yellowstone Park bus.

You've probably met some of the party before . . . on the train or around the Inn. But at any rate on these Yellowstone tours an informal give and take atmosphere prevails that makes for good fellowship. If you're staggering it, there're usually some good looking gals along whom you can "buzz" if you want to and catch a dance with of an evening. Should the

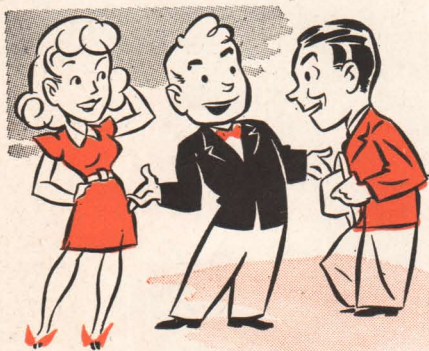


MAP OF YELLOWSTONE NATIONAL PARK

Starting at Gallatin Gateway—upper left, the Grand Loop Highway is shown following the Gallatin River into Yellowstone and then making the circle of the Park.



All aboard for Yellowstone! Cowboys see you off.



little woman be along you'll both find some kindred souls to chitchat and compare notes with. If you want to stay in your shell, you can do that, too.

Mountains for Your Curbstones

Leaving Gallatin Gateway Inn you start on an 80-mile preliminary motor trip through glorious Rocky Mountain scenery. In a

short time, you pass under the mighty log arch of the Gallatin Gateway and enter spectacular Gallatin Canyon. Just beyond Roaring Creek lie the huge, eroded battlements of Castle Rock and Cathedral Rock, majestic cliffs that dwarf the river flowing swiftly at their base. This is a section of the famed Montana dude ranch country, and you glimpse many "spreads" in the innumerable little valleys that are tributary to the Gallatin.

You'll see Sagebrush Point where the Gallatin flows in a graceful S-curve hundreds of feet below the road . . . the broad cone of Lone Mountain of the Madison Range rising to a height of ten thousand feet and Pulpit Rock, oddly and accurately carved by some freak of nature. Crossing dozens of brooks with picturesque,



Through the Gallatin Gateway Arch—en route to Geyserland.

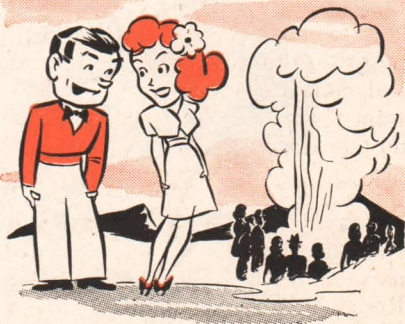
western names, you enter the boundaries of Yellowstone; then branch off to cross and re-cross lovely Grayling Creek. Leaving the Park, the road winds through the Madison National Forest, skirts Hebgen Lake, crosses the Madison River and brings you into the Park again and onto the main stem through Yellowstone—an improved highway of over 150 miles.

Geyserland

From here, the route follows the Madison River, a celebrated trout stream, and then down the lovely valley of the Firehole into Geyserland. There are more geysers in Yellowstone than in all the rest of the world, and the greatest of them are here in the Lower and Upper Basins. The hiss of steam, low, subterranean mutterings and the roar of geysers in action make this landscape a scene from the Inferno. We see Fountain, River-

side, Sentinel and Giant geysers, Morning Glory Pool and Fountain Paint Pot, and reach Old Faithful Inn where we have chow and later hit the sack.

The most famous geyser in the world, Old Faithful, may be depended upon to stage its almost hourly show for your special benefit. Approximately every sixty-five minutes it grumbles and hisses for a moment, and then leaps into



action sending its glorious plume of boiling water and steam almost 200 feet into the sky . . . hot showers for the whole battalion.

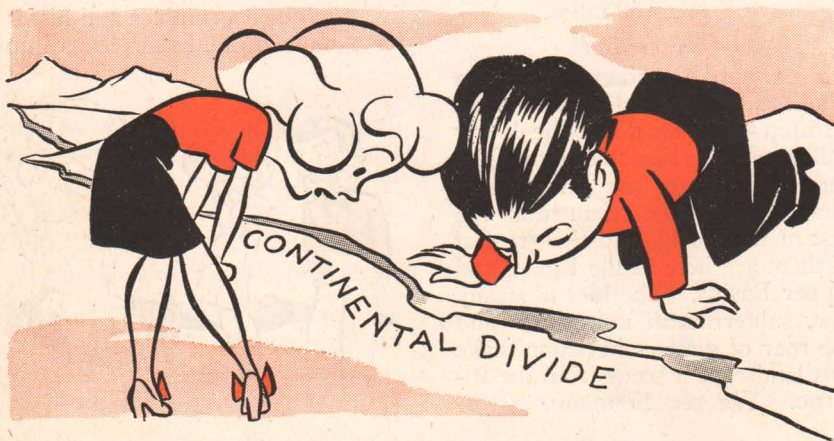
Old Faithful is a perfect spot for your first stopover providing an exciting day from first call—you set the time—to lights out. Besides the many nearby geysers, you will enjoy the iridescent turquoise of Morning Glory Pool with its flower-tinted cone . . . Black Sand Pool and Sapphire Springs . . . Firehole Lake with its flame-like streamers of gas bubbling to the surface, Chinaman Pool and numerous other steaming pools and springs. Old Faithful Inn itself is built wholly of native materials—an immense log building of singular charm.

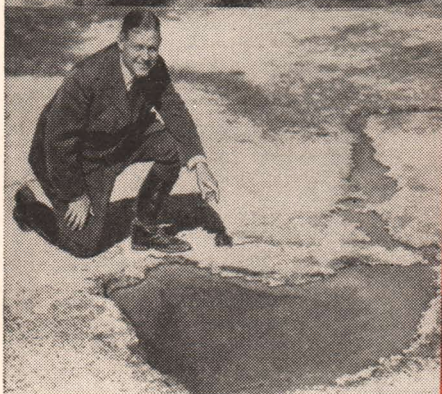
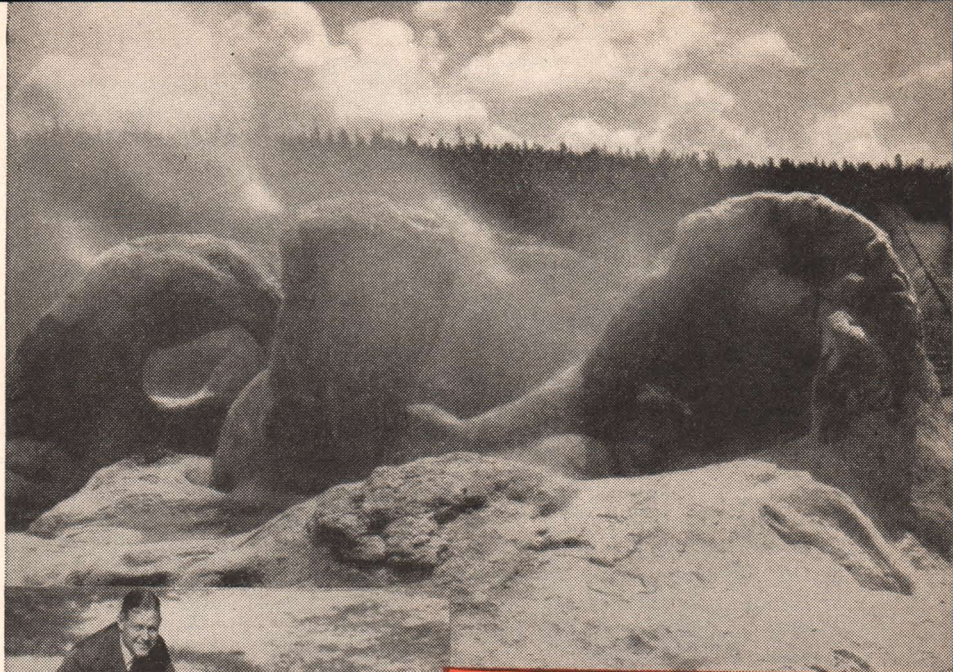
From Old Faithful your “outfit” moves past the beautiful Kepler Cascades of the Firehole, and over the Continental Divide. Here is the roof of North America, the Rocky Mountain watershed that sends the rivers on one side flowing down to the Atlantic, on the other side to the Pacific. To the south lie Shoshone Lake and the snowy peaks of the Teton Range and just ahead Yellowstone Lake.

Yellowstone Lake and Then the Grand Canyon

On the shore of Yellowstone Lake is the spacious Lake Hotel and those who wish to may arrange to stop over and tie into some hard-fighting trout or circle the lake by speed boat. At Thumb you can, in one motion, catch a trout in the lake and drop him into a boiling pool. But for Pete’s sake don’t eat him! You’re cooking in brimstone. Looking eastward from the hotel you view the snow-capped peaks of the Absaroka Range rising from turquoise waters to an altitude of 10,000 to 11,000 feet above sea level.

Leaving Yellowstone Lake the road follows the Yellowstone River, passes the celebrated Mud Volcano and Dragon Mouth Springs and winds through beautiful Hayden Valley. Soon we pass the Chittenden Bridge and get our first glimpse of Upper and Lower Falls before reaching the magnificent Canyon Hotel situated on the Grand Canyon of the Yellowstone River. Here we are “billeted” in luxury for another memorable night in the Park.



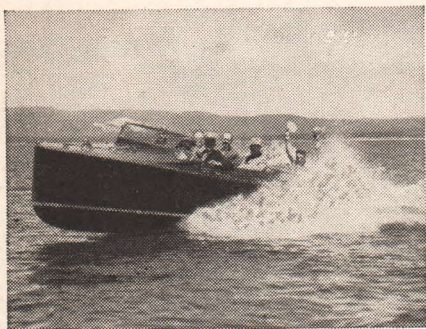


Above — Grotto Geyser stops you with its curiously formed cone.

Left — Ranger Naturalist describes one of the colored hot pools.

Below — Old Faithful Inn is built of logs and native materials.





To many visitors, the Grand Canyon is the highpoint of Yellowstone. And well it may be, for the views from easily accessible Artist or Inspiration Points are scarcely rivalled in all the world. A third of a mile wide and more than a thousand feet deep, the mighty gorge has been fantastically carved by the rushing waters of the Yellowstone River aided by wind, rain and frost. Ranging in tone, the rock walls of the canyon are splashed with all the hues in the spectrum—a glorious play of color that changes hourly with the passage of the sun. You'll agree it's an eyeful! And far down at the bottom winds the jade green ribbon of the Yellowstone. Muted by distance, you hear the thunder of the Great Fall where

the river leaps out and down, 308 feet into the gorge.

Leaving Canyon Hotel, you continue northward through Dunraven Pass, where the road climbs the shoulder of Mt. Washburn. If you wish, you may take the more spectacular route to the very summit of this 10,317 foot mountain for the finest panorama of the Park. Soon the road rejoins the Yellowstone River and you pass Tower Falls, a 132 foot drop with needle-like volcanic rocks standing like sentinels at the head of the falls. Nearby, on a side road, are the petrified trees.

At the north end of the Park is Mammoth Hot Springs. Here, built up and sculptured by the hot mineral waters, the smooth terraces of white stone are given a thousand delicate tints of vermilion, orange, pink and yellow by the living algae in the waters. Among the formations are Pulpit Terrace, Minerva, Cleopatra, White Elephant and the Devil's Kitchen.

Southward from Mammoth Hot Springs are the Obsidian Cliff of volcanic glass and Norris Geyser Basin with its collection of smaller geysers, hot springs and other phenomena. Here you will see the Black Growler, emitting steam at a temperature of 284 degrees. The Chocolate Pots just beyond, demonstrate the remarkable chemical coloring from which they derive their name.

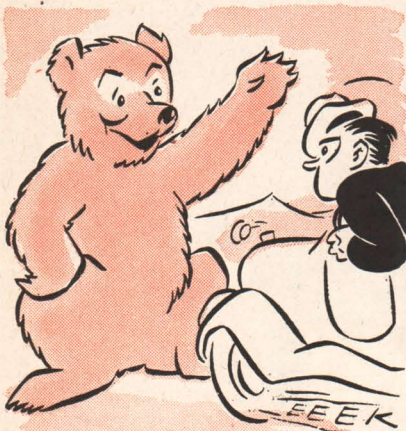
Stretch Out Your Yellowstone Stay

The third evening of your Park tour would find you back at Galatin Gateway or at whatever other gateway you might select for exit. Of course you don't have to be satisfied with only three days in





The Lower Falls drops 308 feet into Yellowstone Canyon, a vast chasm that is 1,200 feet deep, half a mile wide and as colorful as a rainbow.



Yellowstone. Many persons are sold on staying over for several days at Old Faithful or Lake or Canyon at either the hotel or lodge. Although the hotels are the last word some folks prefer to stay at the lodges which are little villages of comfortably furnished, cozy bungalows or cabins with central service, "P.X.," dining and social buildings set among the pine trees. The chow at either the hotels or the lodges has always been good and plentiful and the service in the attractive cocktail lounges is strictly Big Town.

In addition to the regularly scheduled walking trips from hotels and lodges with ranger-naturalists, you can take hikes—pardon the use of this word—of your own planning. Some folks fish and swim or hire saddle horses to save their shoes or to take pack trips over mountain trails into the forested interior of the Park where it is almost as wild as it was in the days of Jim Bridger. In the evening you can join community sings around huge camp fires; listen to lectures on the ge-

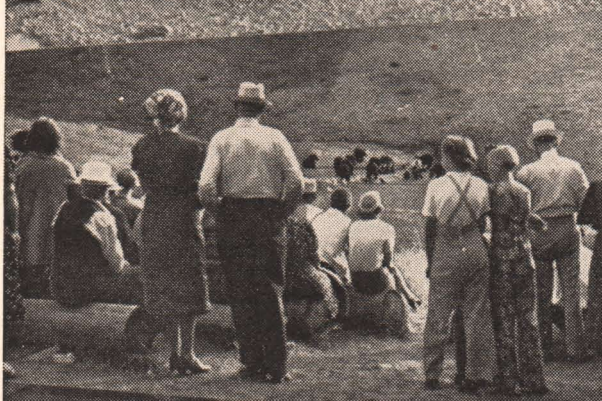
ology and animal life; see informal entertainments staged by the college boys and girls—the porters are called pack rats, the K.P.s pearl divers, etc.—who staff the lodges and hotels; join in the fun of informal dances. The days are pleasantly warm but because of the altitude the nights are cool enough for sleeping under blankets.

Yellowstone is a great wild animal refuge where the game is protected and therefore quite unafraid of humans. You will see dozens and dozens of the famous bears whose clumsy antics are an unfailing source of amusement. But don't get too chummy with them. They pack a mean wallop. You will catch glimpses of deer, and perhaps of buffalo, antelope, elk and mountain sheep.

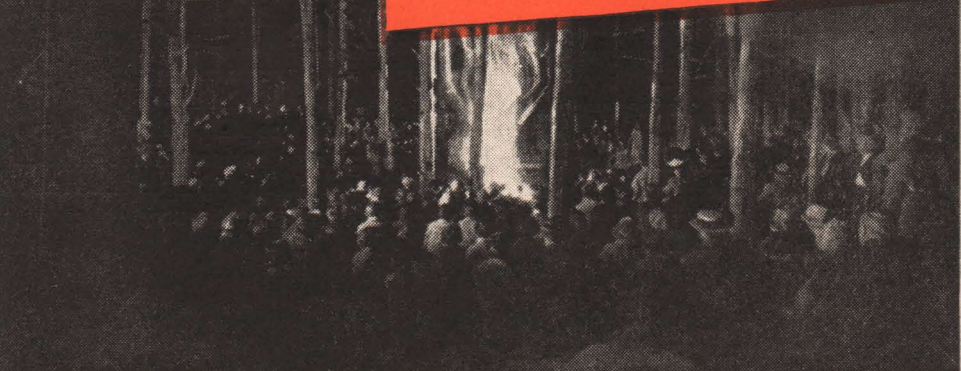
Because Yellowstone is so high up in the Rockies the winters are tough and long, so the Park usually doesn't open until about the middle of June and it closes in early September. But whenever you go, whether you have a little time or a lot, you'll get your money's worth of vacation fun in magnificent, incredible Yellowstone.

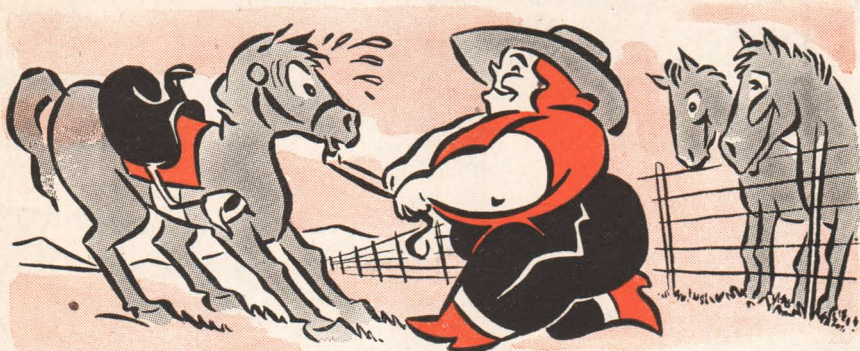
Get Acquainted with Western Life

We recommend you return to Gallatin Gateway for a few days to enjoy a taste of "life in the West." Located in the heart of the Montana Rockies, hospitable Gallatin Gateway Inn is maintained by The Milwaukee Road for people who like good living, mountain air and a desire to become acquainted with life on the range the easy way.



Starting at top and reading left to right:
 Grizzlies at the feeding pit. • Audience
 watches bears dine. • These rangers know
 their nature. • Tripping the light fantastic.
 • America's largest buffalo herd. • Elk roam
 forests just off the road. • Hail, Hail, the
 gang's all here.





You can be a gold brick or an eager beaver at Gallatin. There is excellent trout fishing within walking distance of the Inn, and over 200 miles of fast streams in the Gallatin and Madison Valleys. You can arrange to have a pinto pony "of your own" waiting for you each day at the hitching post. Motor trips are made to historic Virginia City, a reminder of the Vigilante days, where you'll see Hangman's building and "Boot Hill," graveyard of notorious outlaws. Morrison Cave is situated nearby high up on the shoulder of the Tobacco Root mountains. This spectacular cave, only recently opened, is destined to become noted for the delicacy and beauty of its colorful rock formation.

Another trip by motor and horseback takes you into the lovely Gallatin National Forest and then by trail high into the Spanish Peaks. If you wish you can camp overnight beside one of the Hidden Lakes and fish for the rare Golden trout. And then there's the one-day visit to the great "Flying D" range, a half million acre cattle ranch where cowboys are still a rootin'-tootin'-shootin', ridin' hell-for-leather lot. Loafing? . . . well stay right at the Inn, putting or getting in a

little archery practice . . . killing time around the "Corral" we've already mentioned, which, by the by, has in addition to a "Fortyniner" bar all the appointments of a well equipped "Rec" hall or officers' club.

Gallatin Gateway Inn is thoroughly modern and comfortable. Its quiet, airy rooms and soft beds encourage sound, restful sleep. The big, sunny dining room serves delicious meals tailored to suit hearty, mountain appetites. There is a spacious two-story living room with a huge fireplace that is a perfect evening gathering place. A stay at Gallatin Gateway is a vacation in itself or a delightful prelude or finale to a Yellowstone trip.

The Scenic Electrified Route to Montana and Yellowstone

By rail, Gallatin Gateway entrance is located 1482 miles northwest of Chicago, 790 miles east of Tacoma and 770 east of Seattle. Before the war—and again now—the ideal vacation trip to Yellowstone via Gallatin Gateway was made on The Milwaukee Road's famous transcontinental OLYPIAN. Leaving from Chicago, Union Station, this scenic route takes you



Starting at top and reading left to right: The host at Gallatin Gateway Inn says: "Meet these good people." • Thar's gold in thet pan. • Fly Fisherman.

- Archery is popular at the Inn.
- Packing in the Spanish Peaks.
- Just a song at twilight.
- Morrison Cave is beautifully carved and colored.



*The electrified OLYMPIAN
winds through the monoliths
of Montana Canyon. The
Milwaukee Road is electrified
for 656 mountain miles*



through Wisconsin's lovely lake lands, along the Mississippi River to St. Paul and Minneapolis and across the great plains states of Minnesota and the Dakotas. Here, farms are large and wheat, oats, corn, and flax are the major sources of farm income. At Mo-bridge, South Dakota, the Missouri River is crossed near the Lewis and Clark trail. This is Indian country and in peace time a band of Sioux Indians performed their ceremonial dances at the Mo-bridge station.

The first sign of Yellowstone is the sight of the river by that name just east of Miles City, Montana. Here, in Southeastern Montana, fertile valley lands are being developed by irrigation into rich pastures and diversified farms.

The climax of the trip is reached when with the soaring ease of an eagle, mighty electric locomotives — powered by white coal generated by mountain streams — propel your train through the rugged grandeur of Montana Canyon. Winding along under beetling granite cliffs, piercing a five - hundred - foot - deep - gorge carved through the Belt range of the Rockies, you travel effortlessly, smoothly and silently. Shortly after leaving Montana Canyon the Missouri River is crossed again near its source, and you arrive at Three Forks, Montana, where you take off for Gallatin Gateway and Yellowstone.

If you wish to return East via a different route after seeing Yellowstone and visiting at Gallatin Gateway Inn, you can leave the Park through another entrance and include Salt Lake City and Colorado on your way home.

Time and Money

How long would it take? How much would it cost to do all this? All we have to go by are pre-war costs and schedules because the parks have been virtually closed and pleasure tours were out for the duration. Visitors came to Yellowstone from all parts of the West Coast, the East, the South—in fact from all parts of the world—but let's take Chicago as an example:

You should allow yourself a minimum of about two weeks from Chicago back to Chicago. On the pre-war basis, traveling in first class style all the way and including a few days at Gallatin Gateway Inn, the Yellowstone National Park tour, Salt Lake City and Colorado, you could make the tour from Chicago for somewhere around two hundred dollars a person, covering all your expenses except tips, drinks and slot machines.

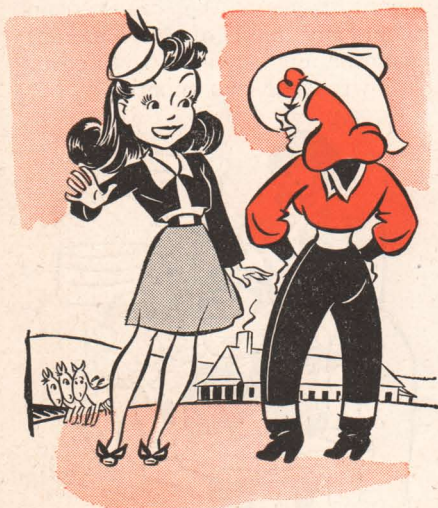
Perhaps you'll want to think about planning your Yellowstone tour along with a stay on a dude ranch or a trip to the Pacific Coast, both described in the following pages. We can rig up about any kind of an itinerary you'd be interested in . . . to cover two weeks or two months.



MONTANA DUDE RANCHES

WHILE in O.D.s, or whatever the regulations call for, you've probably run into some individual from the sagebrush country who talked incessantly about "wide open spaces and the cool mountain breezes." What a bore, you thought . . . but all the next day you found yourself whistling "Don't Fence Me In." And when the next time you heard this character from a class C western breathing scuttlebutt about brooks full of trout, canyons full of purple and ranges full of beeksteak on the hoof, you stopped and said to yourself "Where?" Why, right here on your own home grounds.

Although there are ranches in all of the great plains and mountain states, we rather fancy Montana because our railroad runs through the center of it. Montana, third biggest state in the Union, is the "land of shining mountains."



Its broad bosom is ridged by titanic faults in the rocky strata; furrowed by deep valleys and canyons; watered by rushing streams. Here are the snow-capped peaks and wooded slopes of the Rocky Mountain ranges, including the Crazy Mountains, the Belts, Absarokas, Gallatin, Madison, Tobacco, Bitter Roots, Mission and the Continental Divide.

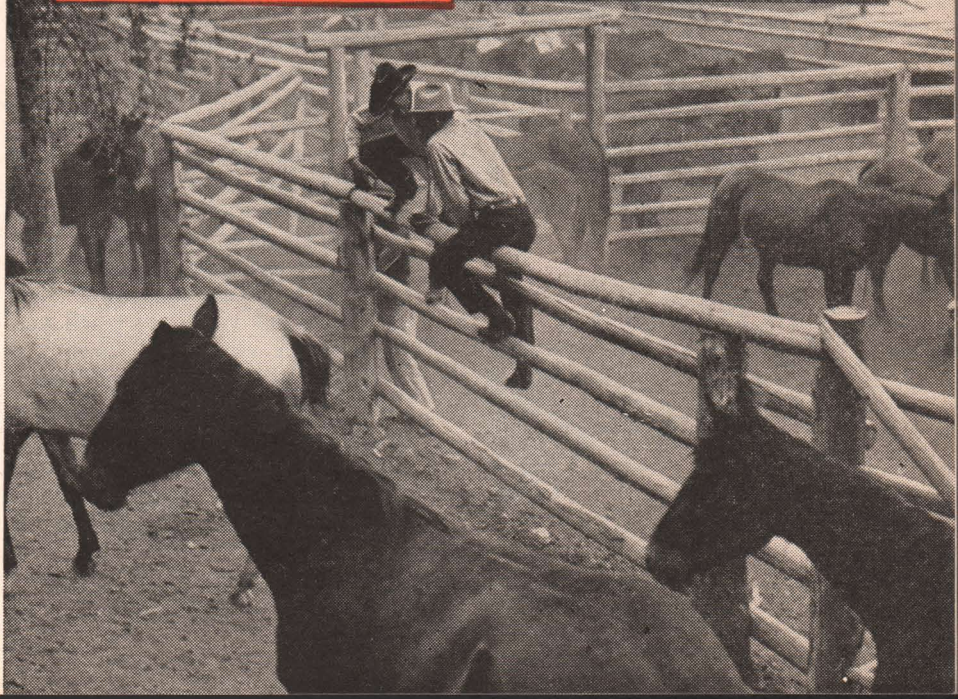
Let's give a look-see into these mountain fastnesses. Sheltered valleys with a trout stream meandering through a green meadow. Timbered slopes reached only by the trail you ride. Perhaps you'll slip over a ridge and startle a herd of elk feeding in the valley, or an old she-bear who anxiously herds her cubs to shelter. The next turn in the stream may discover a white-tailed deer coming down to water. There are moose and porcupine, and prairie dog. And at night, when the singing stops around the camp-fire, you'll hear the eerie, answering serenade of the coyotes . . . not very complimentary.

What Kind of a Ranch Do You Prefer?

As for the ranches themselves, you can pick one to suit your taste and we can help you. There are several different types of ranches. Some that "take in" guests are real operating properties and run herds of cattle, horses, or sheep. Others are conducted as mountain lodges, mountain camps, or combination farm-ranches. However, horseback riding is the principal



Above: On top of the world. Right: A foarin' camp fire feels good in the cool of the evening. Below: The wranglers get their heads together to plan for another day. "Give Miss High-and-Mighty Tailspin the great leveler," suggests Shorty.





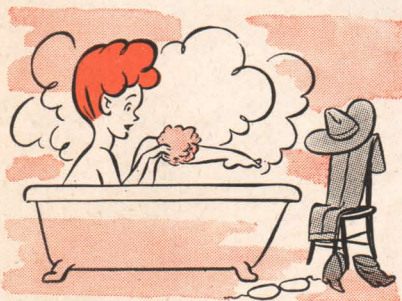
This is cattle country—wheat is up on the bench.

activity in almost all cases. As for accommodations and facilities, you can pretty well write your own ticket.

Do you favor wide, sunny verandas, shining bathrooms, plenty of service, and steam heat for cool evenings? They're here. Or you can choose simpler places where the guests and the hands gather informally at the big, family table and lounge around the fireplace at night. There are ranches on lakes, on rivers and on mountains. And at every one of them you are certain of the right degree of restful

comfort, of generous portions of good chow, and of a brimming measure of true western hospitality. Pre-war rates ran from as low as \$35.00 up to \$75.00 per week, including all living expenses and a horse. Your round trip fare, including Pullman would run about \$75.00.

While life on a dude ranch centers around the corral, you don't have to be cavalry trained to enjoy yourself. The veriest bridle-path novice will soon be at home in the saddle. You're assigned a capable, sure-footed horse of your own, and a friendly wrangler who will make it his special mission to show you the most exciting trails and beautiful vistas, to teach you to shoot a six-gun or swing a lariat and rope a calf. You'll learn the diamond hitch and find it more useful here than the bowline. There's grand fishing and small-game and "varmint" shooting; big game hunting in season.





Time out for lunch. Um! Um! When do we eat?

There are roundups and rodeos in which your own wranglers participate.

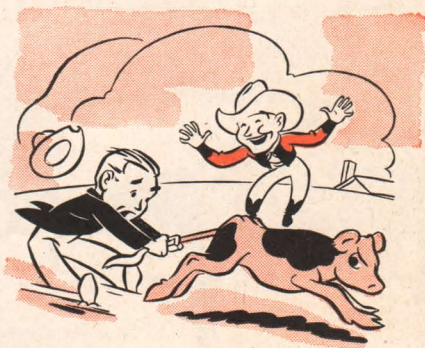
Rest! That Rocky Mountain ozone is the greatest natural sedative in all creation. When you snuggle down in those blankets, listenin' to a night full of soft wood noises, you don't have to count the sheep or the dogies. Deep sleep comes quick. Been looking forward to the day when you can turn over after the whistle blows? This is it . . . smile as you think of the wranglers busy at the corral while you have another helping of that mountain air and some more "shut-eye."

The Milwaukee Road Will Help You Choose

The best way to select a ranch to suit your particular taste is to call on any of The Milwaukee Road Travel Bureaus shown on the last page of this book or write to Mr. F. N. Hicks, Passenger Traffic Manager, Room 710, Union Station, Chicago 6, Illinois. If,

when you're ready, you'll give us some idea of the type of place you'd like, we will be glad to suggest several ranches providing the activities and environment you're interested in. Then, you can correspond with the proprietor direct if you wish.

To reach the Dude Ranch Country from Chicago on The Milwaukee Road means only one business day . . . if you've got any business . . . en route. On pre-war schedules you left Chicago late at night, on the Olympian, and ar-





Above: "Just too lazy and peaceful to drop a fly in the old Gallatin."

Below: A rodeo is to ranch folks like baseball and horse racing are to city folks.



rived at the rail head of your ranch the second morning. Your host will meet you at the station and drive you to your home in the west. Give a thought to stepping from olive drab, navy blue or forest green into blue denim. Go "western" for a few weeks! We'll venture to say that you'll consider it a terrific deal.

The Richest Hill in the World

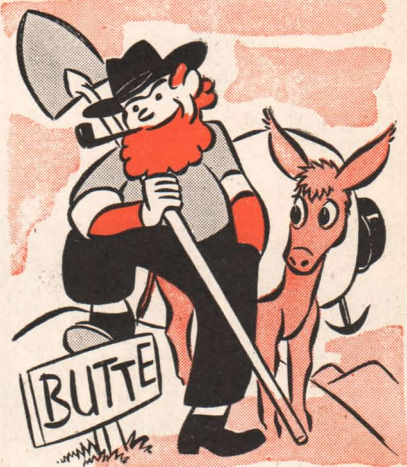
Anyone who gets into the State of Montana on his way to Yellowstone, as a dude rancher, or en route to the Pacific North Coast, should arrange to visit Butte, which lies just west of the Continental Divide. As your train, hauled by an immense electric locomotive, snakes over these rocky heights, you'll wonder how, without highways or railways, men made their way over this mighty hump. Gold was the urge that would not be denied and brought fortune hunters into western Montana.

Yet Butte, founded upon the gold dust and nuggets panned from the bed of Silver Bow Creek, never achieved its romantic position as "the nation's mining capital" until its huge deposits of another metal were unearthed. Though gold and silver contributed their share—unique, colorful and democratic Butte owes its position primarily to copper.

From 2,700 miles of underground workings, a whole city under a city, Butte produced in pre-war days one-third of the copper mined in the United States; has produced as much as one-fifth of the total amount mined in the entire world. During the war the bulk of our domestic manganese metal for the fabricating of steel is processed, as is the copper from

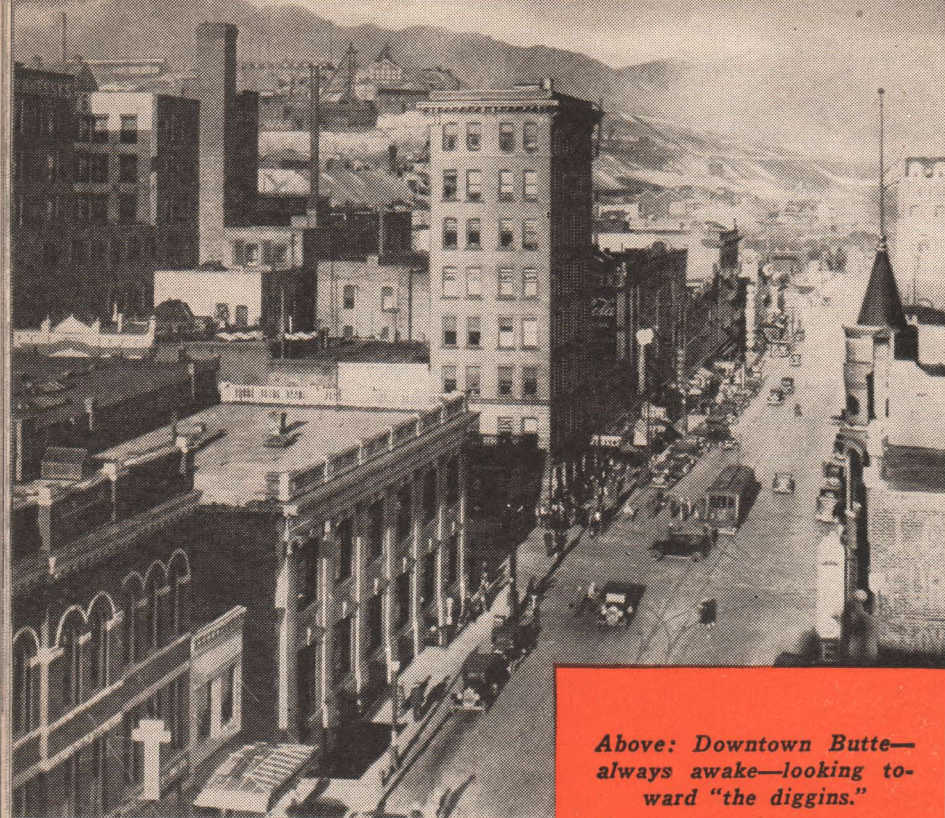
this area, at the huge smelting plants in nearby Anaconda.

Continuing northwestward from Butte, The Milwaukee Road's electrified line follows the Clark



Fork River through Hell Gate Canyon and into Missoula, the metropolis of western Montana and a gateway to Flathead Lake, Glacier National Park, and the Bitter Root Valley fruit country. Just west of Missoula the ascent of the Bitter Roots commences. Here again "white coal"—electric power from mountain streams—gives you a sense of being drawn forward by unlimited, unseen forces.

Spectacular scenic effects and the engineering feats accomplished in conquering this magnificent section keep you busy gandering from eerie heights. You ascend and descend on a series of switchbacks with three track levels visible most of the time. At Avery, Idaho, at the foot of the Bitter Roots, electricity gives way to steam or Diesel power. Beyond Avery, the route follows the valley of the lovely shadowy St. Joe River in Idaho, through a rich timber country to Spokane, Washington.



*Above: Downtown Butte—
always awake—looking to-
ward "the diggings."*

*Below: Spokane's many
parks are masterpieces of
landscaping.*



WASHINGTON

Of The Pacific Northwest

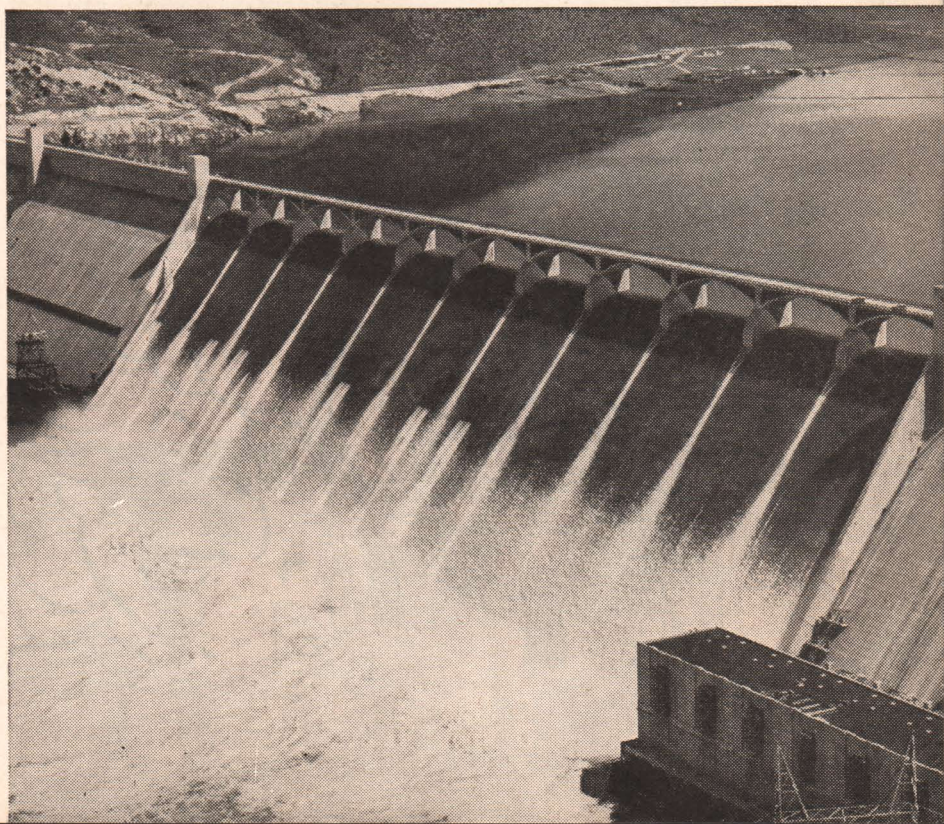
THE Pacific Northwest, generally speaking, is the area forming the Pacific North Coast and containing the Columbia River and its tributaries. This embraces Western Montana, Washington, Northern Idaho and Oregon. Towering mountains, broad farm and grazing lands, vast forests and an abundance of natural resources are common to this entire domain. Washington, the top and most westernmost of the Pacific Northwest States, has, in addition to an Inland Empire, a long, bay-indent-ed coast line providing most of the

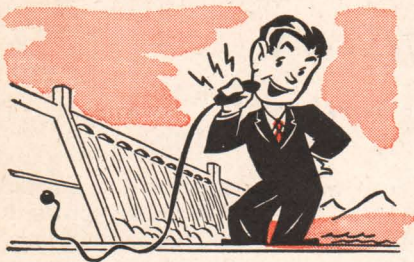
deep water harbors on the Pacific Coast. We have already crossed the upper tip of Idaho and now let's pull alongside of Eastern Washington.

The Inland Empire

Spokane, the "capital" of the Inland Empire, is an up-and-coming city with the Spokane River flowing through the middle of downtown. Aside from its attractions for the tourist, it is known as the "Power City" and is the trading center for a vast area with a population of over 700,000.

Below: A broad highway surmounts the spillways at Coulee.





Spokane has nearly two thousand acres devoted to natural parks, all connected by a splendid system of boulevards. Much of the aluminum produced in the Pacific Northwest is rolled in the large mill located here.

In reaching the recreational areas immediately surrounding Spokane you pass through acres and acres of wheat fields and apple orchards, see logging in its various stages and silver and lead and zinc mining activities. Overlooking the city itself is Mount Spokane, with an auto highway leading to its summit from which one may view a glorious panorama, including parts of Washington, Idaho, and British Columbia across the border.

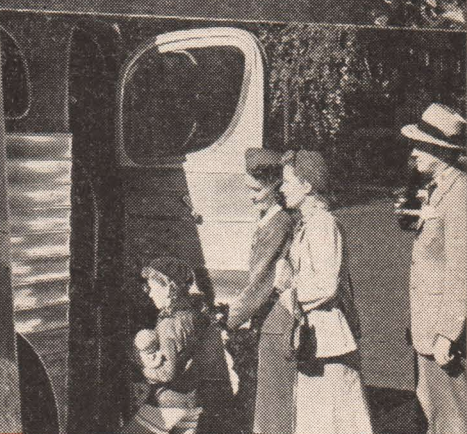
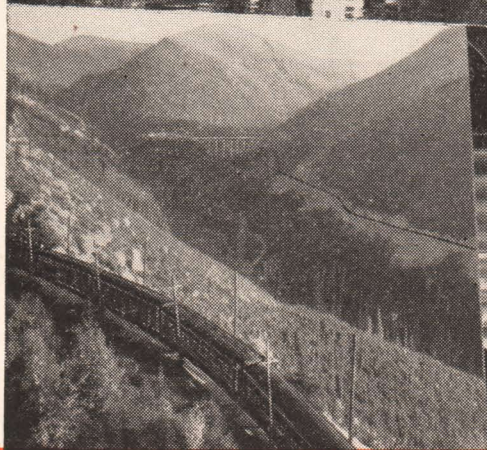
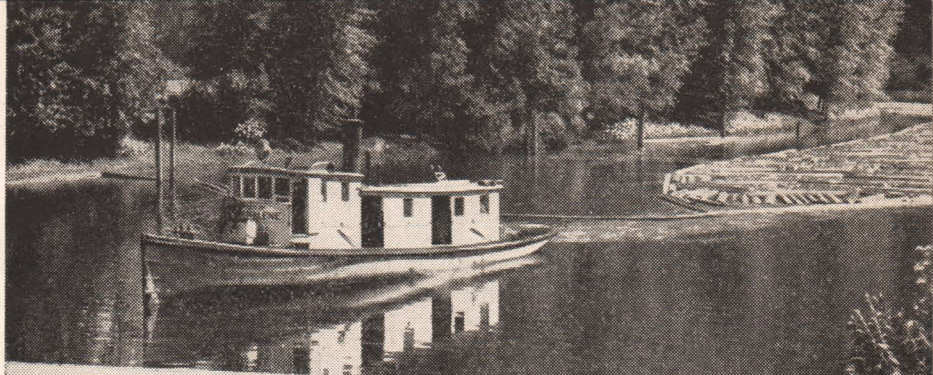
Within a radius of one hundred miles are the shadowy St.

Joe River, Lake Chatcolet, Lake Coeur d'Alene, Hayden Lake, Newman Lake, Lake Pend Oreille, Pend Oreille River, Box Canyon, Priest and Twin Lakes, Spirit Lake and Liberty Lake. All of these fishing spots are scenically beautiful and offer excellent accommodations for visitors. At Spokane, the Train-Auto service mentioned on page 68 can be used to good advantage. Those who wish to rough it can hike or make pack trips to many secluded streams and lakes deep in the cool evergreen forest.

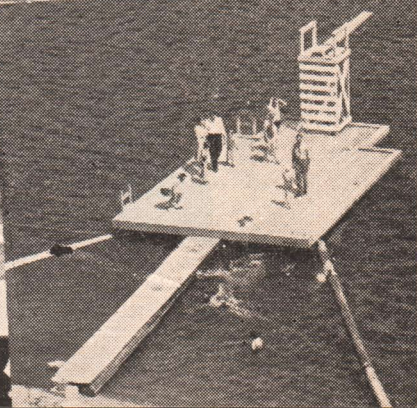
Grand Coulee Dam

Grand Coulee Dam . . . largest man-made structure . . . is conveniently reached from Spokane. Under the pre-war setup the tour was made by motor coaches and the service included an interesting boat trip on Coulee Lake, that took you right up to the spillways of the dam, and a drive by motor through the scablands to the Dry Falls of the Columbia River, two and one-half times as high and five times as wide as Niagara . . . some day some smart guy will figure out how to put water over it again. Because of its spectacular





Starting at top and left to right:
Log tow on the shadowy St. Joe
River, Idaho. • The Milwaukee
Road ascends and descends the
Bitter Roots on a series of giant
switchbacks. • Commodious buses
to Grand Coulee Dam. • Fast run-
ning streams are found just outside
of Spokane. • Delightful mountain
lake resorts. • Swimming in crys-
tal clear water





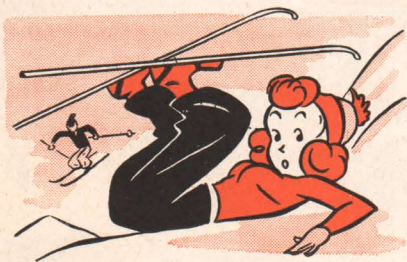
Novice area at The Milwaukee Road's Snoqualmie Ski Bowl.

size and the rugged beauty of its setting, Grand Coulee Dam is one of America's outstanding engineering and scenic attractions. You'll get a kick out of crossing the wide causeway built on top of this giant structure that impounds a lake 151 miles long.

The harnessing of the endlessly flowing Columbia River and other swift-running streams of the northwest generates the nation's greatest supply of hydro-electric

power. Today, these great, man-made sources of energy are helping to win the war by keeping aluminum reduction mills at high-speed production and thus filling the light metal needs of our great wartime air armada, our navy and our merchant marine. Their post-war possibilities hold limitless promise for industrial expansion, while irrigation will transform millions of acres of arid land into fertile farms and orchards. All this is projected for you at the dam . . . lectures, diagrammatical models, and close-ups of the workings.

West of Spokane and south of Grand Coulee, The Milwaukee Road is again electrified from Othello, over the mountains to the sea. The line crosses the Columbia River and enters the Kittitas Valley of big apples and passes





Seattle is almost entirely surrounded by water.

through Ellensburg, the center of this fertile region, and then soon begins the climb over the verdant Cascade Mountains. This thickly timbered range is the last barrier on the way to the Pacific Coast. Near the crest you pass The Milwaukee Road's Snoqualmie Ski Bowl, a favorite winter sports area where national record-breaking ski jumping contests have been held. From the Lodge trails lead to towering Rocky Point, Lake Keechelus and other scenic spots. Just beyond the Ski Bowl you en-

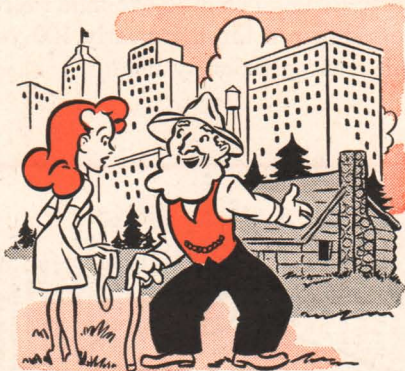
ter the Snoqualmie Tunnel, emerging on the western slope of the Cascades. From here it is but a short run to Seattle and Tacoma.

Seattle—Port of Destiny

During one man's lifetime, Seattle, named for an Indian chief, has arisen from the forest primeval to a city of 500,000 population. Never in all history has a settlement, starting from scratch, grown so rapidly and developed so soundly. Edna Ferber in her current best seller "Great Son" tells the saga of Seattle . . . starts with its logging camp era . . . covers its boom days as the fitting outpost for the Alaska gold fields . . . describes its arrival as a great world port . . . closes with the city's miraculous industrial expansion at the beginning of World War II.

No deep analysis is required to account for the rise of this star of our Northwest. Seattle is favored

(Continued on page 38)





South of Seattle, Mt. Rainier looms three miles above city level.

by being situated on an unsurpassed, natural deep water harbor, where a fleet of battleships may lie in the roadstead while great luxury liners may moor at the foot of the city's downtown streets.

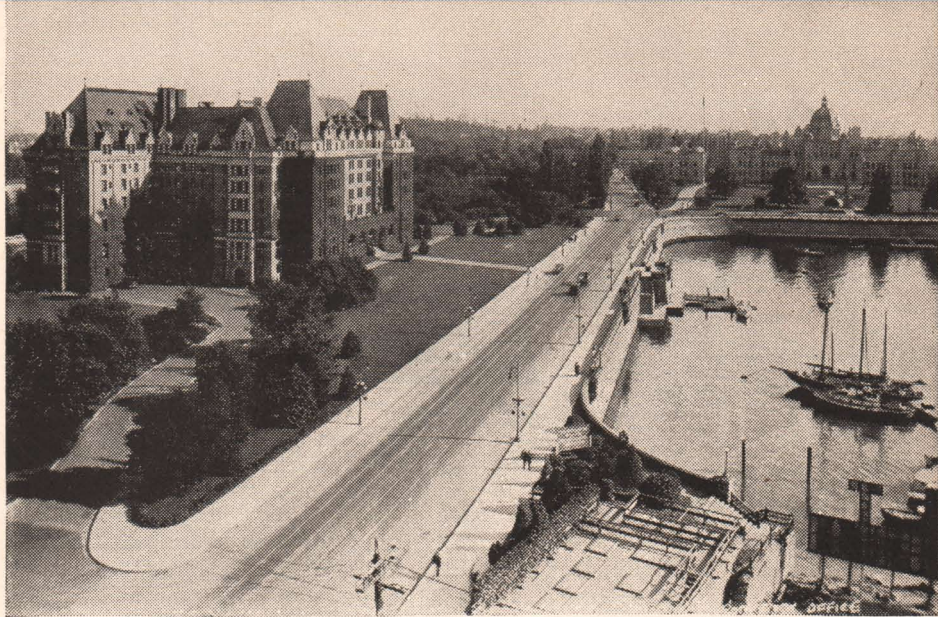
Seattle and all the other cities located on Puget Sound are the closest ports to Alaska and the Orient and the northern gateways to Hawaii, Asia and all the Pacific. In addition to these geographical advantages, the sur-

rounding country is rich in natural resources—timber, fish, water power, minerals and fertile soil. Long a leading center for ship-building and airplane manufacturing, these two industries, under the stimulus of war, have reached immense proportions.

This "commercial" for Seattle is made so that you may realize that this town really has "something on the ball" besides its peerless marine and mountain scenery. Built on numerous hills, Seattle rises on the west from the tide water of Puget Sound, and on the east from the fresh water of twenty - seven - mile - long Lake Washington, while Lake Union, the canal, and the government locks form a waterway which cuts through the northern section of the city to connect Lake Washington with the Sound.

Looking west beyond the city over island-dotted waters you view the ice and snow-flecked Olympic Range, which rises to form a great





Victoria, British Columbia, a short steamer run from Seattle.

buttress between Puget Sound and the Pacific Ocean. Far to the north on a clear day you can see snow-blanketed Mt. Baker lifting its head from the Cascades that run southward to form a green timbered backdrop to the east. And then, looming high in the southern sky, the sight of sights—majestic, glacier-studded Mt. Rainier, which takes its place as a phenomenon in the Puget Sound region with the sun and the moon and the stars . . . straighten up and fly right!

This is the setting for this hospitable city of skyscrapers and hills, of lakes and seas, of homes and gardens . . . you don't have to be a Burbank to have luck with flowers here. With its climate tempered all through the year by the warm South Pacific current, Seattle is pretty much of an outdoor town. The many parks, decorated with rare shrubs and a variety of trees look about the same any month.

Sea Food Superbus

You'll want to visit Seattle's business and shopping districts. See Yesler Way . . . the original logging road . . . now a busy thoroughfare, and the colorful outdoor markets. Go snooping along the hustling waterfront where ships dock from the seven seas. There are excellent hotels, some with rooms located so you can see, hear and smell the harbor.

There are modern theatres offering stage and movie shows. And there are celebrated restaurants, some of which feature unrivalled sea food . . . Dungeness crabs, those tender, luscious crustaceans as big as a lobster and tender as a Puget Sound scallop, served cold with a dressing or hot with drawn butter . . . giant Willapa or tiny Olympia oysters . . . sweet native shrimps and juicy Pacific clams . . . King, Chinook or Sockeye salmon. If you like your sea food in a salty environment there are oyster bars and



fish shacks along the waterfront. There's a Chinatown where the atmosphere is genuinely Oriental and the restaurants serve Chinese dishes that will spoil you for the ordinary run of chop suey.

There are numberless short sightseeing trips by land and sea that are as inexpensive as they are entertaining. For example, in an afternoon you can take a steamer-bus trip from Elliott Bay, out into Puget Sound and through the government locks, the Ship Canal and Lake Union to Lake Washington across which extends the mile-long pontoon bridge . . . unique in construction and the longest thing in the world afloat.

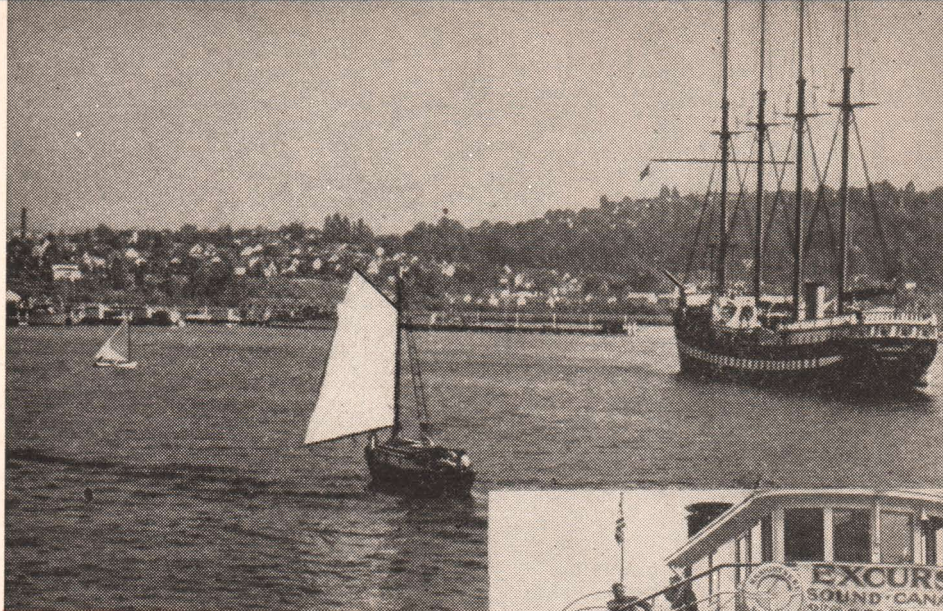
On this cruise you see three sides of Seattle from the water . . . pass the colorful campus of the University of Washington—home of the Huskies' champion crews . . . thread your way through ships of war and commerce . . . sail through the yacht clubs' anchorages . . . skirt several of the more beautiful residential districts. After passing through the locks from salt to fresh water, you will probably see tramp steamers anchored in the canal or in Lake Union. These ships under many different flags lie in the fresh water while the sea

growth they have accumulated drops off, thus getting a "scotch" drydocking. You leave the steamer at Lake Washington and return downtown by bus through a typical residential district.

Cruise to British Columbia

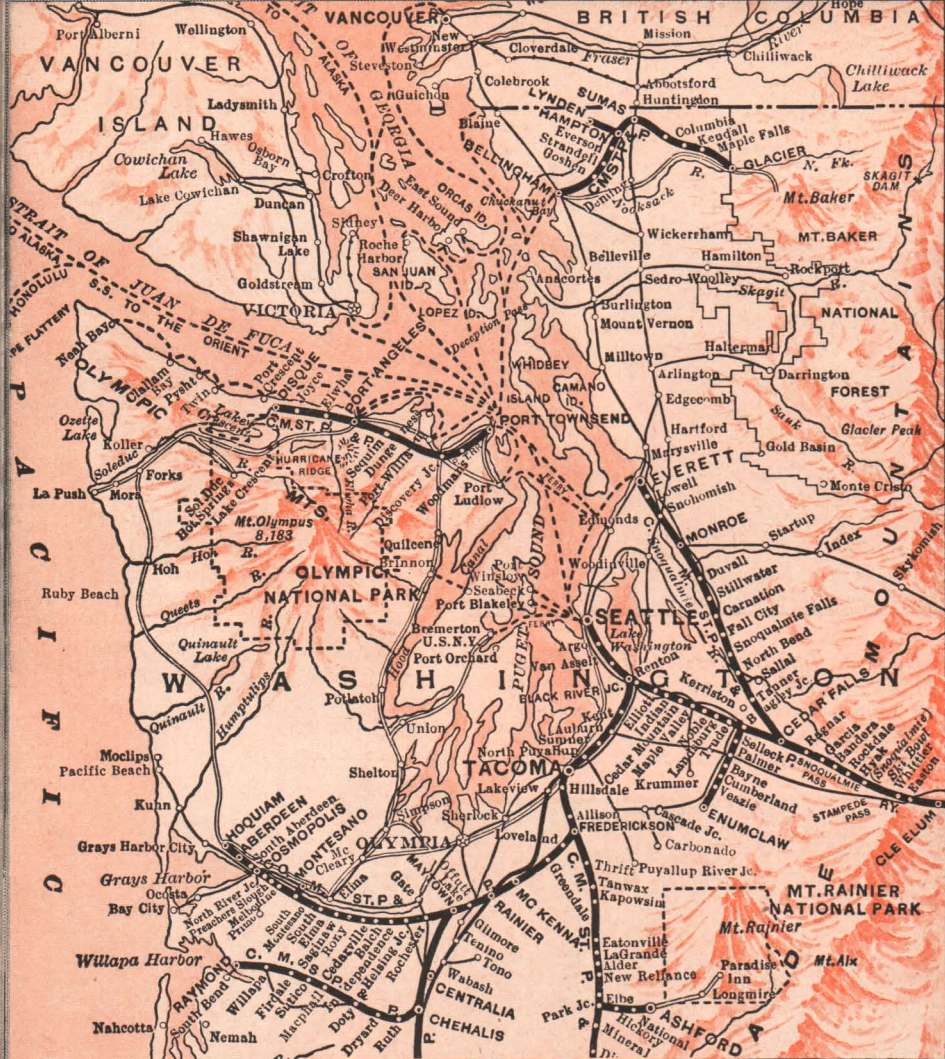
A shakedown on a streamlined ferry, to the huge U. S. Navy Yard at Bremerton on the Olympic Peninsula, takes you past Alki Point where Seattle was founded, and permits close-ups of great commercial dry-docks. On other ferry trips you sail through the San Juan islands . . . "little mountains in the sea" . . . to other points on the Olympic Peninsula. These include Port Townsend, older than Seattle and once the center of the lumber industry back in the days of sail . . . Port Angeles on the Straits of Juan de Fuca, the body of water that links Puget Sound to the ocean . . . and Dungeness, the little cove the big crabs were named for.

Now you've had your shake-downs you can cruise farther on a miniature luxury liner that makes the round trip to Victoria on Vancouver Island, British Columbia, in a day or overnight to the city of Vancouver on Canada's mainland. Victoria, seat of the provin-



Above: The University of Washington is on Lake Union, Seattle. Right: a trim sightseeing steamer. Below: Produce from nearby truck and dairy farms at great water front markets.





Map of the Puget Sound Playground.

cial parliament, is thought by some to be more English than England itself. If you go there, some of you can judge from experience for yourselves. Anyway, it's a picture postcard spot and in the pre-war days a dinner of ale and mutton chops or fish and chips was something to write home about. Vancouver is the principal seaport and metropolis of western Canada. Hotel life is gay as people gather here from all parts

of Canada . . . there's water-ringed Stanley Park . . . an interesting Oriental section . . . and nearby, several race tracks. From Vancouver you can come back by rail and stop off at Bellingham, Washington, a modern commercial fishing and lumbering city.

Mt. Baker National Forest

From Bellingham it is only forty miles by motor bus through a virgin forest of evergreens to Mt.



The arrival of a tourist ship is a great event at an Alaskan Port.

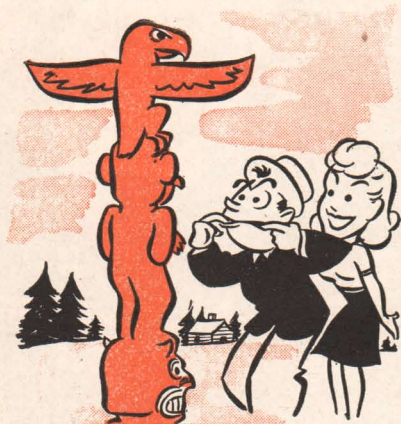
Baker National Forest which covers an area of nearly 2,000,000 acres. A 75,000 acre tract has been set aside as a recreation area. This Alpine region includes, in addition to Mt. Baker, Mt. Shuksan, Heather Meadows—a region of glaciers, blue lakes and Alpine flowers. Located in the center of this American Switzerland is rustic Mt. Baker Lodge and cabins, around which rise crenelated snow peaks shutting you off from the rest of the world . . . there's that man with the superlatives again.

From the lodge you have a magnificent view of rugged Mt. Shuksan . . . unless you know your mountain climbing, as likely a place as we know to crack up . . . and beyond Panorama Dome and Kulshan Ridge you glimpse Mt. Baker's snow-crowned cone. Here for eight or nine months of the

year are skiing and other winter sports to thrill the experts.

A stopover at the port city of Bellingham calls for a day's cruise by ferry among the islands or a ride over Chuckanut Drive. This smooth boulevard cut out of the towering hills and cliffs that border Belling-





ham and Chuckanut Bays and the more open waters of Puget Sound. From fine vantage points you gain sweeping views of the northern reaches of Puget Sound and Lopez, Orcas and other islands of the 172 in the San Juan archipelago. These picturesque islands have a place in history as they figured in the boundary dispute between England and the U. S. during the "54-40 or fight" episode. You can continue to Seattle by bus via Mt. Vernon—near Anacortes, another gateway to the San Juans, and through the busy port city of Everett.

Alaska—Land of the Midnight Sun

Since the Klondike gold rush days Seattle has been associated with Alaska. It would take a good sized book to describe this immense territory that some of you know so well. Sure, it has some rugged aspects and some "smooth" ones, too. Among the latter are its fjords and its glaciers . . . its mountains and its totem poles . . . the witchery of the northern lights . . . the whimsicality of its midnight sun.

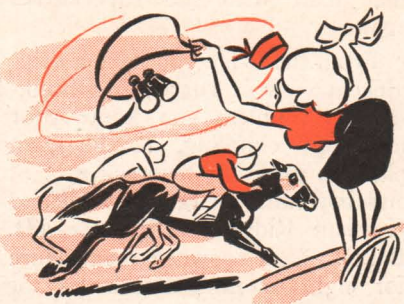
Northward from Seattle your palatial ship glides through the famous inside passage to Ketchikan, center of Alaska's great fishing industry. You will stop at Juneau, the capital city, cross the Gulf of Alaska, and then enter the placid waters of Prince William Sound. Other ports of call are Seward, Skagway and Kodiak Island. Trips into the interior include Mt. McKinley, Fairbanks, Dawson and Whitehorse, where the cry of "gold" echoed in the historic days of '98.

All-expense 12 to 14 day cruises, Seattle to Alaska and return, were priced in pre-war days from \$140.00 and up. If you are interested in an Alaskan tour we'll be glad to give you full information as soon as it is available.

The "Sporting Life"

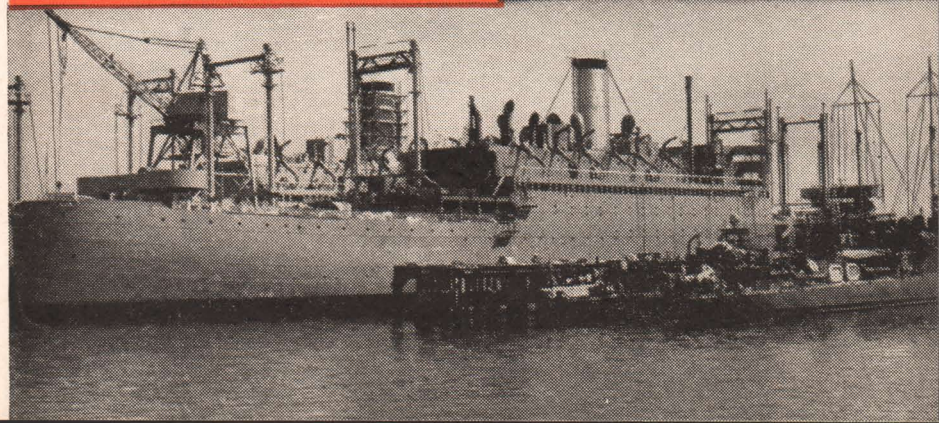
Getting back on land . . . nearby Seattle and very much worthwhile are Monte Cristo, Cedar Falls, and other beautiful Cascade Resorts. At Skagit, huge concrete dams have changed the rocky gorges into sparkling blue lakes. A two-day tour by rail and boat includes Diablo Dam and Gorge, Ruby Dam and reservoir, Ladder Creek Cascades, the "Singing Gardens" and dozens of other beauty spots.

Washington is a sports-loving



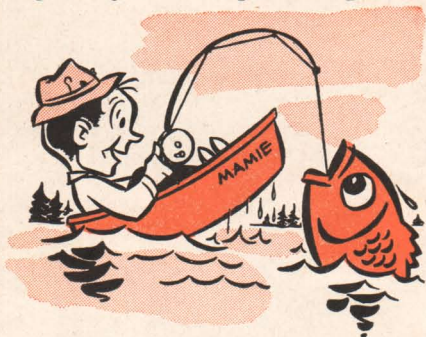


Above left: There are dozens of inexpensive trips on island dotted Puget Sound. Right: Mt. Baker National Forest has many scenes like this. Below: Maybe this ship, undergoing repairs at Seattle, is the one that brought you back to "state-side."



state and a thrilling sports program runs throughout the year.

There are normally horse racing, night baseball, regattas, golf and tennis tournaments. In the famous "salmon derbies" automobiles are offered as prizes, so it's no wonder Elliott Bay is usually dotted with the small boats of amateur salmon fishermen. You can troll right here in Seattle's "front yard" where the family can check up on you through field glasses



from the hotel window, or you can charter a larger craft and fish off Whidby Island or in Deception Pass. Boats, guides and tackle can be had at reasonable cost.

Party boats that can bunk four or five are not too expensive to charter if everyone chips in. On these boats you can troll while cruising on open waters or among beautifully wooded islands. Of an evening you can tie-up in a secluded cove and watch a setting sun silhouette the Olympics.

While in the Puget Sound Playground don't be satisfied with merely a ferry trip to the east shore of the Olympic Peninsula. See this mountain-maritime paradise by all means. It's a five star special! From Seattle you may go by ferry and motor coach, or when things get back to normal drive yourself in a car provided by the Train-Auto service.

Below: The Olympic Peninsula has such beautiful coves as Discovery Bay.



THE OLYMPIC PENINSULA

Washington's Peaks in the Sea

START at Bremerton, Port Ludlow, Port Townsend or Port Angeles and lose yourself in a land broken by rugged mountain ranges and forested with dense stands of timber. Primitive and unspoiled as it is, the Olympic Peninsula is easily accessible and those who do not want to rough it can enjoy its beauties from good highways and mountain roads or the verandas of comfortable hotels.

The Olympic Peninsula is largely a mountain land dominated by the Olympic Range from which rise the snow-clad peaks of Seattle, Fitzhenry, Angeles and Mt. Olympus with its fabulous blue glacier. There are innumerable lesser peaks, some of them still unscaled by man. Some of you who campaigned in Italy may find them easy. The heart of the mountain region is incorporated in the boundaries of Olympic National Park created by a special act of Congress in 1938.

Let's take off from Port Townsend and follow the three hundred and fifty mile Olympic Highway Loop completed shortly before the war at a cost of \$10,000,000. Through giant evergreens you skirt the shores of Discovery Bay where Captain Vancouver anchored his ship on his exploratory cruise of Puget Sound . . . named for Captain Puget, one of the officers associated with him.

Near Port Angeles a mountain road branches off the main highway and after a spectacular ascent

reaches Hurricane Ridge, a mile above the straits. Here is a matchless panorama of forest, sea and mountain scenery that embraces the Olympic range, the straits of Juan de Fuca and Puget Sound, Vancouver Island, Seattle and Tacoma and the high mainland peaks of Mt. Rainier and Mt. Baker.

Back on the Loop Highway and a little farther west is Lake Crescent, a good spot to lay over. This mountain-set "sapphire" has something besides beauty to recommend it, as in its cold, clear depths lurk the famous Beardsley trout, found in no other waters. Well-equipped hotels and rustic cabins offer varied accommodations.

On your way again you reach the little town of Forks, a small logging town, where you turn off for Mora and La Push—Quillayute Indian villages. The Quillayutes are noted as deep sea fishermen who spear seal from their long, narrow dugout canoes in the ocean miles off Cape Flattery. Go salmon fishing with them in the Pacific or charter a sturdier craft from one of the commercial fish-



ermen who "tie up" here . . . we recommend the "sturdier craft" even if the one-lunger has an asthmatic wheeze. Cabins face the wide sand beach and you can surf bathe or sit on your front porch with nothing between you and China but the blue waters of the Pacific. Many of you have looked the other way too long.



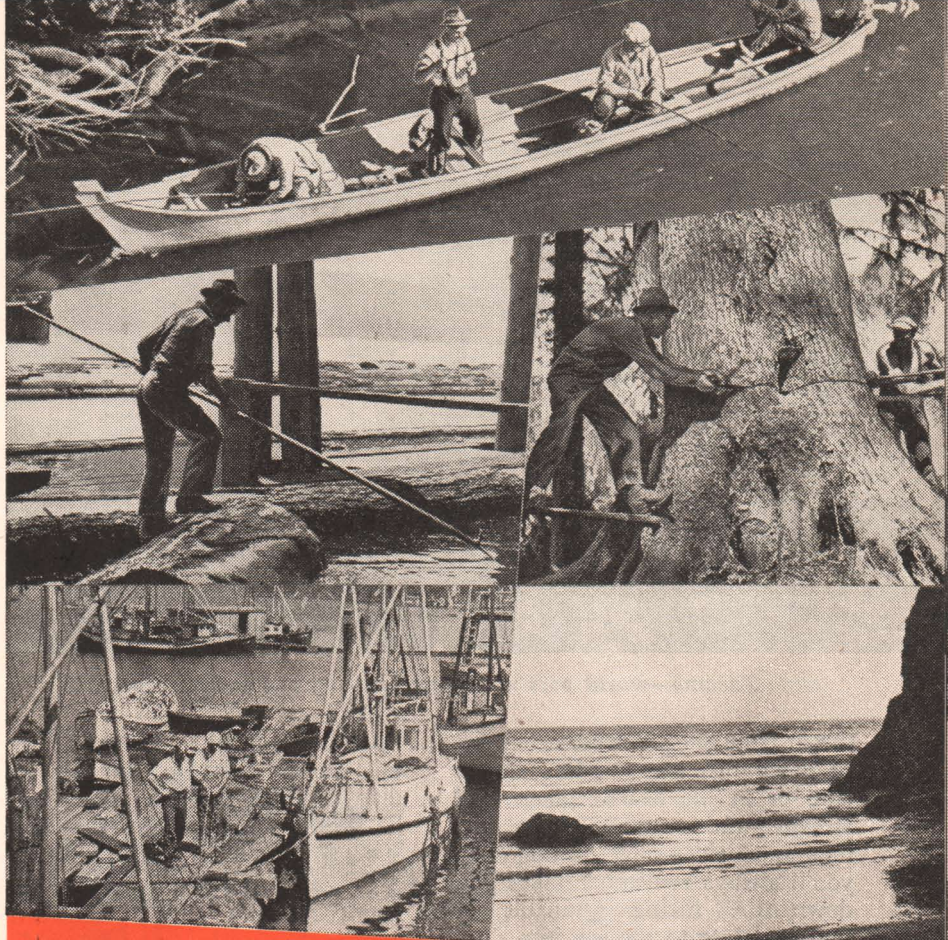
Fish, Hunt, Explore

Farther down, as you work southward on the Loop Highway, are the "rain" forests of hemlock, spruce and fir . . . giant trees that cluster densely and grow at almost unbelievable speed. And then Ruby Beach, another swell spot for surf bathing and clamming. Perhaps you'll unearth some of the famous geoduck (called gooeyduck) clams in the sand, giant bivalves that sometimes attain the size of a small ham . . . believe it or not.

But a short run away is Lake Quinault, another beautiful body of water and the headwaters for the river of that name. Here is a spacious mountain inn affording facilities for boating, bathing and fishing. Big steelhead and cut-

Below: Olympic Range from Elwha River Road near Hurricane Ridge.





Starting at top and reading left to right: Trout fishing from a Quinault Indian dugout. • Log roller with his pike-pole. • Timber! • Salmon boat pier. • Breakers on a Pacific strand. • A beach party sings for its supper of "gooey duck" chowder. • There's luxury, too, on the Olympic Peninsula.





Tacoma—world port and manufacturing and tourist center.

throat trout as well as other species of game fish are plentiful in the lake or in the nearby glacier-fed streams that tumble down the mountain sides. A fishing trip you'll always remember takes you down the racing Quinault or Queets River to the sea in a dug-out. You shoot the rapids, slip through rock-strewn narrows or

float lazily in the shadow of the tall timbers with a Quinault Indian handling the pole with which he skillfully manipulates the craft. It's a spine tingler, so don't miss it.

Other of the many pack or canoe trips start almost anywhere on the Peninsula and plunge directly into a primeval wilderness. There is a network of trails leading to such wonders as the Blue Glacier on Mt. Olympus. There is hunting in season for deer, elk, bear as well as upland birds, ducks, geese, brant and other game, while there are no restrictions on shooting cougars, wildcats and wolves. There is \$50.00-a-head bounty for every cougar you shoot.

An interesting feature of the Olympic Peninsula is the mixed and various origins of place and tribe names. Indian, French and Asiatic derivations are suggested by such names as Sol Duc and Elwah, Humptulips and Dosewallips,





Built in 1843, the stockade now stands in Pt. Defiance Park, Tacoma.



Potlach and Hoh. Perhaps there is some indication in them and in the type of Indian found here of the ancient "land bridge" over which the aboriginal inhabitants of America drifted from the west.

Below Lake Quinault is Pacific Beach—the most popular beach resort on the Peninsula. No Coney Island, but there's been known to be several hundred people on this strand that stretches farther than the eye can reach.

At the southwest curve of the

Loop are the twin cities of Hoquiam and Aberdeen on the deep and protected waters of Grays Harbor. You've probably already seen them felling trees around Forks and now you see the log booms being towed to the sawmills where the lumberjacks roll the logs and get them into position for hoisting into the mill for cutting into boards or processing into veneer. The log rollers in these parts are fancy Dans and to watch them make-up a log boom is even more absorbing than watching them excavate on Main street on the boss's time.

You leave the Grays Harbor district and may return to Seattle via the Hood Canal—a narrow, 85-mile inlet of Puget Sound resembling the fjords of Norway—and Bremerton Navy Yard; or to Tacoma via Olympia—capital of Washington—with its \$15,000,000 Capitol buildings set

in extensive and beautifully landscaped grounds. To the south of Olympia are Centralia, Chehalis, Kelso, Raymond—on Willapa Bay, and Longview, a fine example of modern city planning.

Tacoma—Gateway to Mt. Rainier National Park

Tacoma, named after an Indian chief, is a thriving city where industry and tourist attractions compete for supremacy as the community's number one asset. This is evidenced by the fact that the city has long had two slogans—i.e., "The hub of the Evergreen Playground" and "The lumber capital of America." Located in the midst of a far-reaching stand of merchantable timber, Tacoma ranks among the first cities of the world in the manufacturing of forest products. Its miles of modern wharves on the deep tidal water of Commencement Bay, an arm of Puget Sound, are responsible for Tacoma's position among the nation's major ports. It is an important port of entry

for many items and receives more tea than any other U. S. port.

The Tacoma smelter has long refined a substantial part of the country's copper, gold, silver and white arsenic and its flour mills grind more flour than any city on the west coast. Because of its strategic situation and its low cost hydro-electric power this city, too, has undergone a great industrial expansion during the war and one of the larger aluminum reduction mills is located here.

Like other cities in the Northwest, Tacoma is predominantly a city of homes and is famed for its beautiful parks. At Point Defiance Park, overlooking the bay, there has been built an interesting replica of the Ft. Nisqually Stockade and the original cluster of cabins. Point Defiance Park also offers facilities for boating and fishing—all but a few minutes from your hotel. Tacoma is only fifty-six miles from Mt. Rainier National Park, so it is a natural taking off place for the "Mountain."

MT. RAINIER NATIONAL PARK

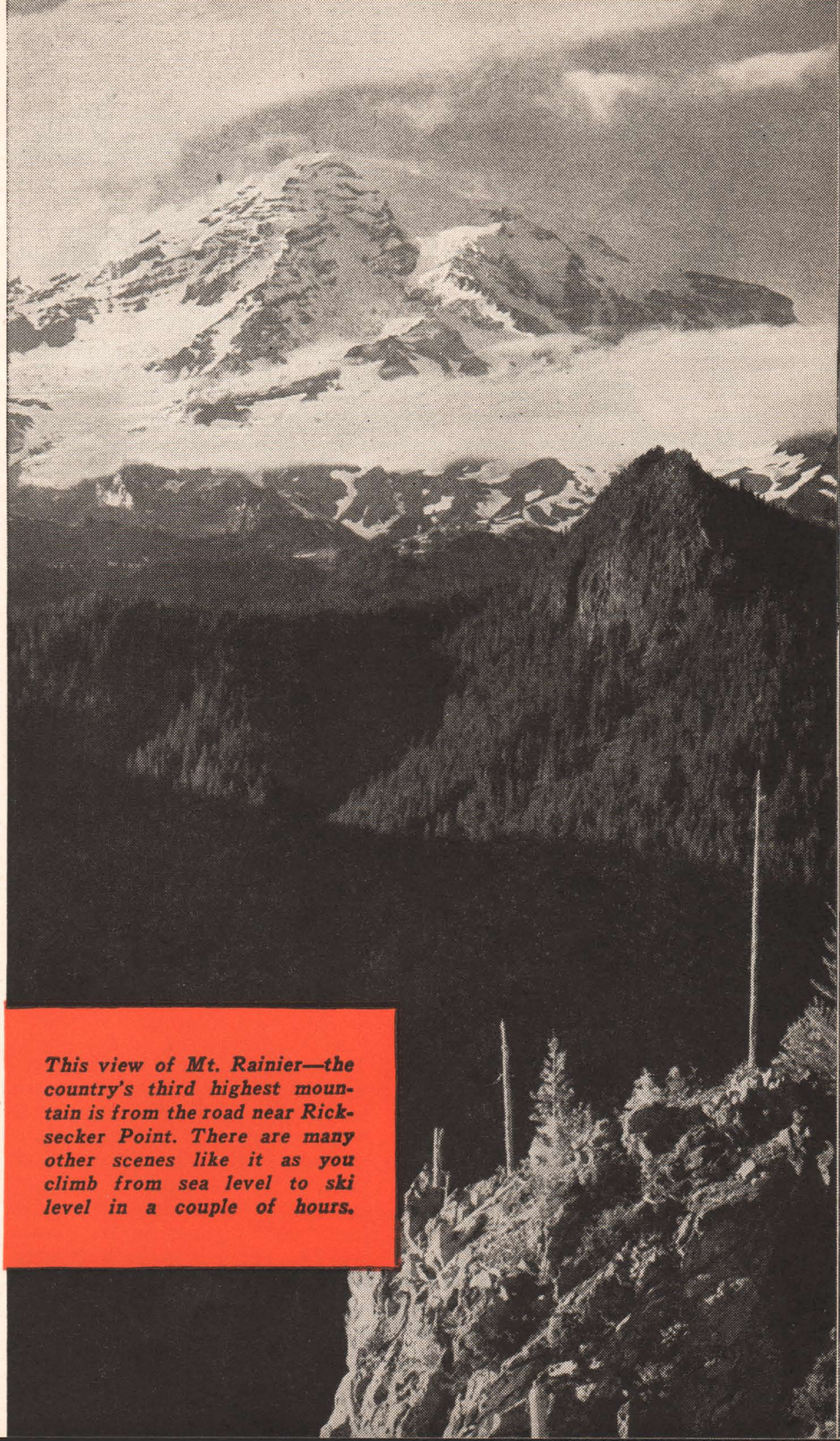
Washington's Magic Mountain

"OF all the fine mountains which, like beacons, once blazed along the Pacific Coast, Mount Rainier is the noblest," wrote John Muir.

"The mountain that was 'God'," declares the title of John H. Williams' book, thus citing the Indian native worship of this superlative peak, while geologist F. E. Matthes

wrote, "Easily king of them all is Mount Rainier."

As you approach the boundaries of the Park you gaze in awe and amazement at this great mass of snow and ice and rock that rises 14,408 feet above the sea and agree that everything the naturalists have said about its majesty and dominance is within bounds.



This view of Mt. Rainier—the country's third highest mountain is from the road near Ricksecker Point. There are many other scenes like it as you climb from sea level to ski level in a couple of hours.



Mt. Rainier's vast size is even magnified because of the absence of large surrounding peaks, but it may help you to realize its colossal proportions even better to know that its base covers one hundred square miles of territory—approximately one-fourth of the area of the entire Park. The total area of its glaciers amounts to approximately forty-eight square miles, an expanse of ice far exceeding that of any other single peak in the U. S. Many of its ice streams are between four and six miles long and cascade from the summit in all directions like the arms of an octopus. The crowning snow mound, 14,408 feet high, once supposed to be the highest point in the country, still bears the proud name of Columbia Crest.

Among the more notable glaciers are Nisqually, the Emmons, the Tahoma and the Kautz, the Fryingpan, the Carbon, the Cowlitz, the Puyallup and the Stevens—Paradise. But Rainier is not all snow and ice as above the forest . . . in the sub-alpine zone, surrounding the glaciers . . . are extensive gardens of wild flowers

where you can wade knee-deep among daisies, anemones, columbine, erythroniums, larkspurs and Avalanche lilies, lady fern and cudweeds. No, no pansies.

The forest through which you drive, approaching Longmire Springs and Paradise Valley, comprises perfectly proportioned trees that grow to great heights and are typical of those found in lower altitudes throughout the Park. The dominant trees are western hemlock, western red cedar and the Douglas fir, the larger of the latter being six hundred years old, five to eight feet in diameter and two hundred to two hundred and seventy feet tall.

Alpine Sports at Paradise Valley

If it's your first visit to Mt. Rainier, by all means make your headquarters at Paradise Valley. There are other sections of the Park that have their particular attractions, but at Paradise you are in the center of things and with little effort can get out on Nisqually or Stevens-Paradise glaciers, stroll to the flower-decked meadows, hike or ride horseback to Reflection Lake, Narada Falls or Indian Henry's and many other areas of interest and beauty.

Join one of the parties leaving the Guide House at frequent intervals and with your Alpine stock, Tyrolean hat and in rented mountaineering clothes slide down snowbanks, visit the ice caves and look down into the bottomless crevasses or faults in the ice. With a guide you can "lose yourself" in some of the seldom-visited sections of the Park and practice up on your yodeling. The trip to Columbia Crest is a thriller, but this climb to



Above: Up in the world and watching the clouds roll by the Tatoosh Range which flanks Mt. Rainier. Below: Sure-footed horses familiar with the trails make it easy to get deep in the virgin forest or to Sunrise Camp on the northeast side of the Mountain and 'round back to Paradise.





The guide squats in a fissure, not a foxhole, of this ice cave.

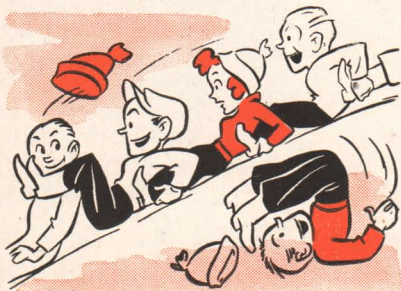
the summit should not be attempted unless the "scalee" is in good physical condition, experienced in mountain climbing and accompanied by a guide. Veteran ski troops, front and center!

At Paradise Valley all types of facilities, from housekeeping cabins to modern hotels are available, and for those who can stay awake there are social activities in the evening. The road is kept open to Paradise Valley throughout the winter season so that winter sports enthu-

siasts can enjoy skiing under ideal conditions. Covered by ten or twenty feet of snow there are gentle slopes near the lodge for the novice and precipitous trails for the expert through open and timbered terrain.

Portland—City of Roses

From Seattle or Tacoma you can easily visit Portland, heart of the Oregon playground, on your tour through the Pacific Northwest. Long a jobbing and tourist center, Portland has become the hub of extensive and diversified war production. Here are three of the war's greatest shipbuilding plants—two in Portland proper and one across the Columbia River at Vancouver, Washington. But, more than that, it is a beautiful city of homes where roses bloom from early spring to December. With the Willamette river flowing through its heart and connecting with the mighty Columbia, Port-





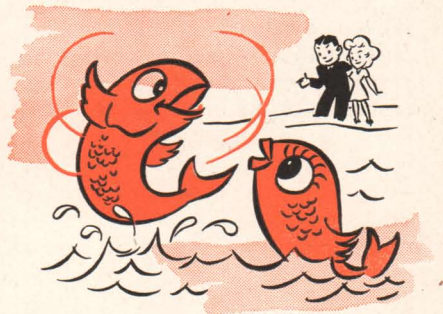
Beware the avalanche! These boys have decided they're high enough.

land is surrounded by unexcelled scenic attractions.

Within sight from the city are the snow-capped peaks of Mt. Adams and Mt. St. Helens in Washington, and Oregon's Mt. Hood, scene of year 'round sports.

First of all you will want to take the world-famous Columbia River Drive. The highway follows the river as it pierces the Cascades, and on through as far as The Dalles, a trip that will take you past numberless waterfalls, including beautiful Latourell, Horsetail and Multnomah . . . past Bonneville with its great dam impounding a 50-mile lake . . . on through the apple orchards of the Hood valley.

Another "must" on your list is the 173-mile drive around the Mt. Hood loop, a road that completely encircles this great peak with its many glaciers and flower-carpeted



Alpine meadows. Westward from Portland, the Columbia River Highway parallels the stream for more than a hundred miles to the Pacific Ocean. Here is Astoria, center of Oregon's fishing industry, and to the south the beach resorts of Gearhart, Seaside and Cannon Beach. Two hundred and fifty miles south of Portland is unique Crater Lake National Park.

It's Hard to Leave

You'll find the longer you stay

in the Pacific Northwest the harder it is to leave the varied attractions and the friendly people who have been your hosts. But unless you've decided to go native you must eventually "shove off." Doubling back over the route you took coming out is the best way to get better acquainted with the country you have already seen. However, some prefer to return home via a diverse route and pack even more into their vacation with little or no increase in the railroad fare.

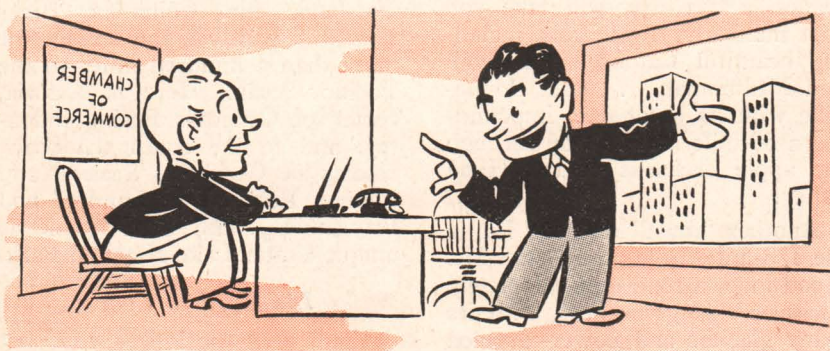
From the Pacific Northwest you can go down the coast to California and include San Francisco and Los Angeles, returning home via the scenic central route or through the storied Southwest. Another optional route returning is via Vancouver and the famous Canadian Rockies . . . setting for Lake Louise, Banff or Jasper Park.

The pre-war round trip fare from Chicago to the Pacific Northwest, returning east direct or via San Francisco or via Canadian Rockies,

was \$90.30. The round trip standard lower berth rate, Chicago to Pacific North Coast points, returning direct, was \$29.80.

At pre-war prices you could do about all the things mentioned in the preceding pages, and do them in style, on an allowance of sixty or seventy dollars a week. This included hotels, meals, motor and steamer sightseeing trips and side trips such as the Olympic Peninsula and Mt. Rainier Park tours. If you watched your step, were satisfied with some of the less plushy hotels and restaurants and eliminated one or two of the longer side trips, you could get along very well on forty or fifty dollars a week.

You can count on *this*: All the Pacific Northwest is the most up and coming section of America. As a place to enjoy life and make a livelihood under ideal climatic and recreational conditions the coming generation will be drawn here.





Above: Panorama of Portland with snow-clad Mt. Hood in the background. Right: Multnomah Falls leaps down the high banks of the Columbia. Lower: Along the picturesque Columbia River Highway.



THE BLACK HILLS

of South Dakota



SITUATED in the western part of South Dakota, midway between the Great Lakes Basin and the Pacific Coast, the Black Hills country is easily reached from the east through Chicago and is comparatively close to all the midwest centers of population. The Milwaukee Road provides direct service from Chicago, through Wisconsin's dairyland, Iowa's tall corn, and the Bad Lands of South Dakota to Rapid City, the main gateway to the region.

While the Black Hills and Bad Lands region embraces an area of more than 5,000 square miles and includes a National Park and two National Forests, the scenic center of the Black Hills is in the 100,000 acres of Custer State Park. Here is the Harney range, the highest mountains east of the Rockies. Thickly timbered with spruce, Ponderosa pine, aspen and birch,

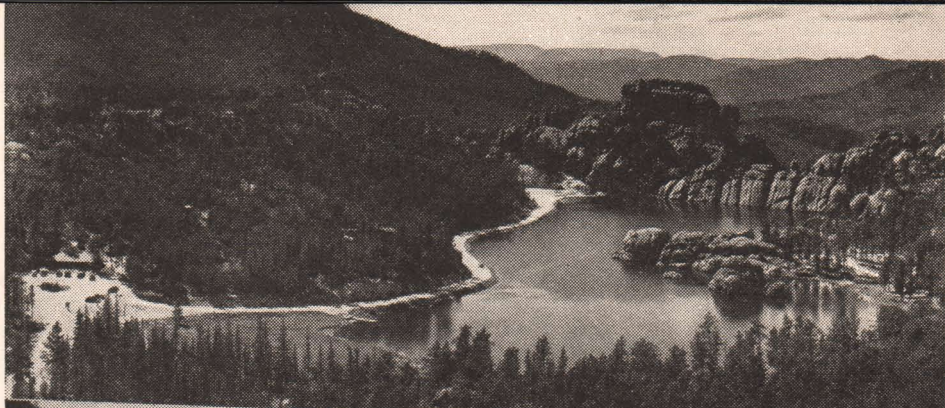
the distant slopes are a deep, purplish blue that has given the land its name.

Here are such fair spots as Sylvan Lake—a blue-green gem nestling under the granite crest of Harney Peak. Here are the Needles—rugged spires and monoliths of naked rock flanking a ten-mile highway that ranks with the more scenic mountain drives in the entire West. Here are racing trout streams that plunge down through rocky gorges . . . modern resort hotels with golf courses, riding stables, tennis courts and other recreational facilities.

Nearby is Mt. Rushmore Memorial where monumental heads of Washington, Jefferson, Lincoln and Theodore Roosevelt have been hewn in the native granite of the mountain top—a unique memorial to four of our great Presidents. To the south lies Wind Cave State Park with its fantastically beautiful cavern. To the northwest is the huge monolith of the Devil's Tower. There are mountain lake resorts, gold mines and petrified trees . . . herds of buffalo and deer . . . elk, mountain sheep and goats.

Shades of Calamity Jane

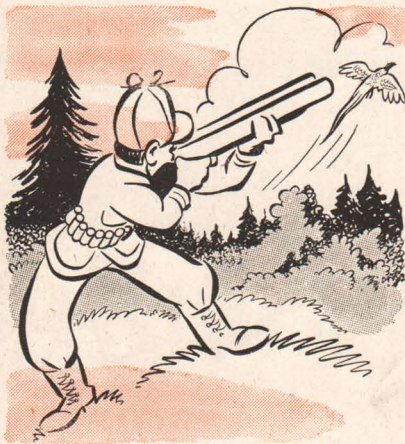
But the Black Hills are notable for more than scenery, fishing, a glorious summer climate and pheasant, grouse and goose shooting that has made all South Dakota famous among hunters. Rapid City, the area's vacation capital, is a thriving western town and an important trading center of South Dakota.



Starting at top and reading left to right: Sylvan Lake in the heart of the Black Hills.
 • Sioux Indians in ceremonial regalia. • An old stagecoach still graces the scene.
 • Gutzon Borglum's titanic masterpiece sculptured on the mountain side. • The colorful, fantastically carved Badlands of South Dakota.



On its streets, rubbing shoulders with tourists, you will see farmers, ranchers and miners, Sioux, Crow and Cheyenne Indians. Deadwood and Lead, home of the rich Homestake Gold Mine property, are two picturesquely situated mining



towns which preserve the spirit of frontier settlements and were the stamping grounds of Wild Bill Hickok, Calamity Jane and Deadwood Dick. Each year, when peace reigns, Deadwood is the scene of the "Days of '76"—a show that commemorates the wild and woolly era that marked the birth of our West.

Spearfish has a large natural amphitheatre that is the stage for the great Passion Play that under normal conditions is produced each summer and has attracted half a

million visitors to this town situated in beautiful Spearfish Canyon.

Eerie and Colorful—The "Bad Lands"

About sixty miles east of the Black Hills is a million-acre tract that was christened by the Indians the "Bad Lands" because of its aridity and impassability.

Today this great plateau is penetrated by railways and highways and is a treasure-ground for scientist and traveler alike. Millions of years of weathering and erosion have carved it into serried battlements, giant fortresses and delicate fairy castles shaded in pastel hues. Here the surface of the earth is clearly revealed, strata upon strata. And buried in the sedimentary clay are the fossilized remains of animals that have long been extinct on this continent.

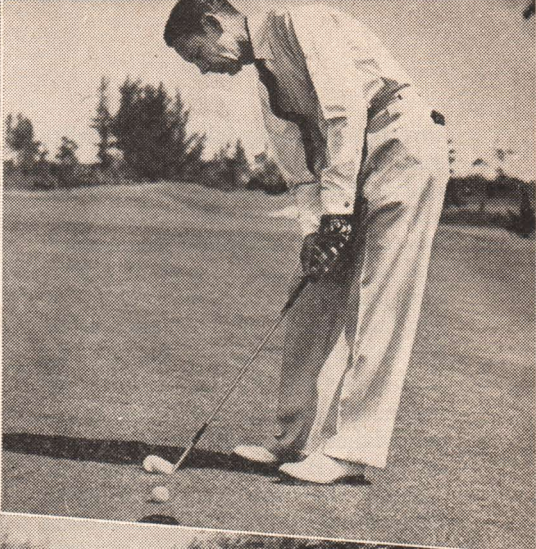
All of the Black Hills and Bad Lands areas are served by comfortable motor coaches from Rapid City. Six-day, all expense tours from Chicago for seventy-one dollars, including comprehensive tour of the Black Hills and Bad Lands, rail fare, lower berth, hotels and meals were conducted by The Milwaukee Road just prior to our entry into the war. Black Hills trips, because of the proximity of the area and the low prices that have prevailed for good food and lodging, have long been among the nation's low-cost vacation bargains.

WISCONSIN-MICHIGAN-MINNESOTA

ON GETTING out of service, many veterans may not feel like wandering too far from home and so prefer to pass up scenic spectacles for some vacation spot comparatively near at hand. Such

places are plentiful in the cool pine woods and lakes country of Wisconsin, Upper Michigan, and Minnesota.

Lying at the head of the Mississippi Valley, this land of beautiful



Starting at top and reading left to right: Name of resort where she sojourns on request. • Pick it up! • The Dells of the Wisconsin, 200 miles from Chicago, have a scenic charm of their own. • This muskie will be mounted and gather dust forevermore.



forests, sparkling lakes, and swift-running streams, is famous in legend as Hiawatha's hunting ground and the scene of Paul Bunyan's adventures. Trapping, lumbering, and mining, once the chief activities, have had to make room for the business of offering hospitality to the thousands of vacationists that visit here each year.

There are over seventeen thousand lakes to choose from and, so as every service man thinks his "outfit" the best, so every regular "commuter" to the North Woods thinks the lake he stays at, and fishes, tops. "A" says his lake is cold, deep and spring fed, and so the fish are gamier and bigger. "B" says his lake is fed by a navigable fish-filled stream providing entry to a chain of lakes with every type of fishing. "C" says his lake is secluded and ringed by the most beautiful stand of timber in the state. This is the kind of forgivable boasting you'll hear in the lounge car of the HIAWATHA or the CHIPPEWA—Milwaukee Road trains that serve the North Woods. Strange, nobody boasts about the size of the mosquitoes on his lake.

And the lakes do vary almost

infinitely in size, shape, and temperature. But nearly all have these things in common—they are beautiful, they are "fishy," and they are framed in a delightful setting of birch and pine, poplar, tamarack and spruce.

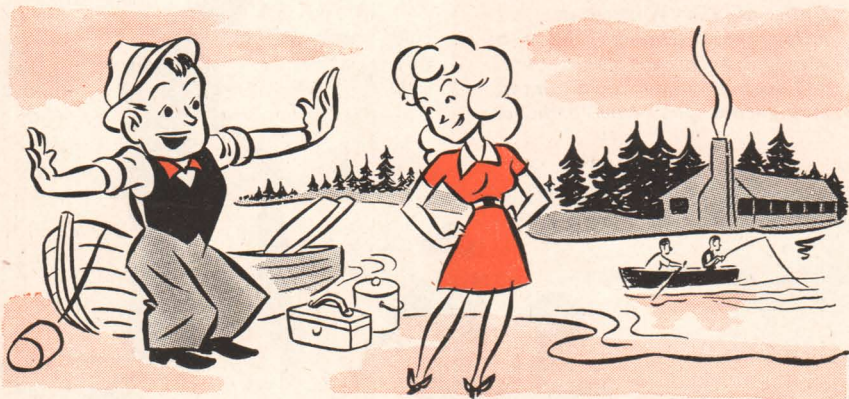
And the type of accommodations is as varied as the character of the lakes. You can rough it in a lake-side cabin, far from the beaten track; you can relax in the informal atmosphere of rustic lodges; or you can enjoy the social whirl and city comforts of fine modern hotels.

Fishing and Other Sports

There is a plentiful supply of wall-eye and northern pike, large and small-mouth bass, lake trout, pickerel, and last but not least, muskellunge. The clear, cool streams offer abundant sport for the dry and wet fly enthusiast. And wherever there's water, there are boats, expert guides and fishing tackle handy.

Golf on sporty courses, tennis courts, horseback riding, swimming, sailing, and canoeing are other pastimes.

Just where should you go? Well, that's a hard one to answer off-hand, but when the time comes



we'll be glad to help you make a selection. Roughly, there are three broad areas to choose from. In the popular North Central Wisconsin section the towns of Tomahawk, Heafford Junction, Harshaw, Goodnow, Hazelhurst, Minocqua, Woodruff, Arbor Vitae, Sayner, Plum Lake, and Star Lake are the principal resort centers . . . all reached from Chicago by either afternoon or overnight rail service.

The Eastern section starts north of Milwaukee and runs through Elkhart Lake, Green Bay, Coleman, Crivitz, and Wausaukee in Wisconsin; then across the Michigan Line at Iron Mountain and through Channing, Republic and Michigamme all the way to Ontonagon or Houghton. Near On-



tonagon are the beautiful Porcupine Mountains overlooking Lake Superior. To the north of Houghton is the Kee-Wee-Naw Peninsula, at the very tip of Michigan and, far offshore, picturesque Isle Royale. Trolling for lake trout in the blue waters of Lake Superior offers

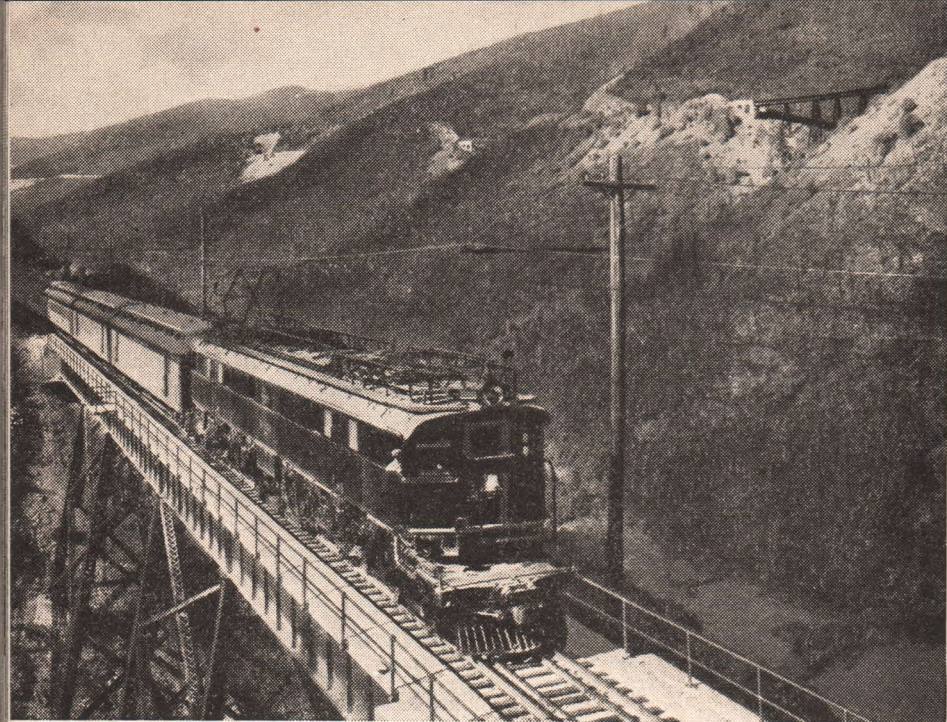
rare sport. This eastern Wisconsin-Upper Michigan section is also served by either afternoon or overnight service from Chicago.

The Minnesota section lies north of St. Paul-Minneapolis, although several well-known lakes, including Minnetonka and White Bear, are nearby these cities. Farther up the state are the lake and resort centers of Bemidji, Brainerd, Ely, Two Harbors and International Falls, to name but a few in this famous "Ten Thousand Lakes Region." Even the more northerly isolated Minnesota lake resorts can be reached in well under a day's time from Chicago.

North Woods Vacations Reasonably Priced

The Wisconsin, Upper Michigan and Minnesota North Woods are in normal times a mecca for persons residing in the central section of the country, as far east as Pittsburgh, as far west as Omaha, and as far south as the Gulf of Mexico. From the sweat and heat of cities and towns they come to enjoy the cool North Woods and find relief from jumpy nerves and hay fever. Others come at another season for skiing and winter sports.

From Chicago, round trip fare, including Pullman space or parlor car seat, at pre-war rates, would run anywhere from twenty bucks to twice that for a two-way ticket to the more remote places. Cottages, without groceries, could be rented for ten dollars a week and up. At lodges and hotels, including meals, the tariff ran from twenty dollars a week up to forty dollars for the height of swank. There are many people who enjoy life in the North Woods—the simple life—at an expense lower than their living costs at home.



The Milwaukee Road is America's longest electrified railroad.

THE PLEASURE OF TRAVEL

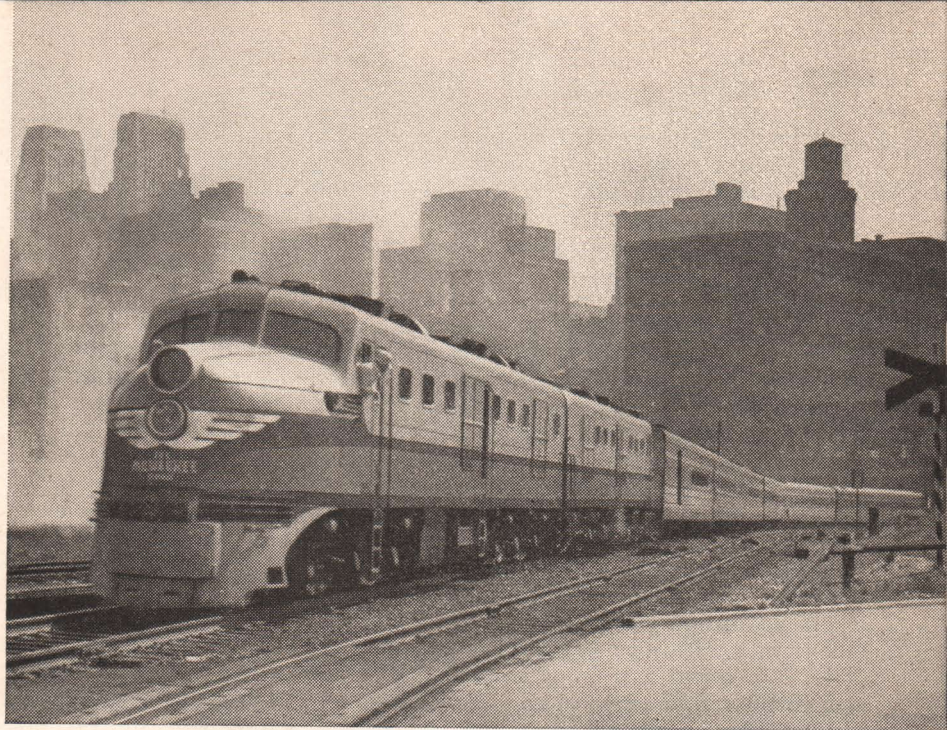
SOME people just don't travel . . . never do get out of Dog Patch. Some people travel when they must . . . take trips at Uncle Sam's or the company's expense. Some people travel for travel's sake . . . get a kick out of seeing new sights and meeting new people.

With many folks in this last group travel is the number one hobby. They enjoy reading travel books and planning ahead. An itinerary is as absorbing to them as a racing form is to a tout. Once on the way, they make the most of every minute and every mile of their vacation . . . see everything, do everything, ask questions, and mingle freely with "foreigners." For them each vacation trip is something to look back on and talk about forevermore . . . a much

better subject than your operation. These periodical nomads consider travel their finest investment for good living.

Of course, there's an art in traveling, just as there is in good eating, or sensible drinking, or in being a good host. Some come by it naturally while others acquire it the hard way. Choosing a mode of transportation is important, and travel by train appeals to seasoned tourists because of its advantages. And, please, don't you be hasty in judging the courtesies and comforts of railroad travel by experiences you possibly had in wartime.

War threw a terrific burden on America's railroads, their freight loads being more than doubled and passenger traffic increased five



The Twin Cities Hiawatha leaving Chicago—410 miles in 390 minutes

times over pre-war years. The railroads handled 93 per cent of the army's freight; 72 per cent of all the nation's inter-city freight. From Pearl Harbor to the Spring of 1945, a monthly average of 1,000,000 troops was carried by rail in organized movements. After V-E day, the redeployment of troops from the European to Pacific theatres greatly increased this figure. Millions of additional members of the armed forces traveled alone or in small groups, on orders or on furlough. To top it all, necessary civilian traffic was greatly increased by gas rationing. After V-J day came the tremendous movement to the separation centers and spring of 1946 finds the railroads in the last stages of their job in demobilization.

Never in history did the railroads carry such huge volumes of passengers and freight. The Mil-

waukee Road, directly serving reception centers, assembly stations, staging areas and Pacific ocean ports, drew its full share of the load and as late as January, 1946, reached its all time peak in passenger traffic. We want no pat on the back for that. It was simply our job to back up the armed forces—which included 6818 of our own employes who were in uniform. But need we say that we'll be awfully glad to have you veterans with us when you're carrying a fishing rod instead of an MI?

Advantages of Travel by Train

In peacetime the advantages of traveling by train, and particularly vacation travel, extend beyond the time you are actually on the train. To begin with, travel bureaus maintained by the railroads are eager to help you plan your trips,

supply you with descriptive folders, prepare your itinerary, figure out costs in keeping with your budget, and make all arrangements and reservations in advance. You can travel independently or, if you prefer, join an escorted tour party. In the latter case you pay for the entire cost of your trip in advance and have nothing to do but have a good time. Your baggage is handled, your meals are provided, your transfer from station to hotel is arranged for, buses pick you up for sight-seeing, and your room is ready for you wherever you stop over.

Whether you go independently or travel on the prepaid expense plan, you'll find the time spent on the train is an enjoyable part of the trip. On board a train is a safe, comfortable, interesting place to be. Fully relaxed, in air-conditioned comfort, you enjoy the passing scene, a game of cards, the radio, a drink in the tap car, or a bull session in the lounge. There's no need to worry about tropical heat or rain or fog—the engineer does the driving.

Train-Auto Service

The Train-Auto service—to be resumed as soon as practicable after the war—enables you to combine the comfort, speed, safety, and economy of train travel with the benefit of having a private car for use at many destinations. When you buy your ticket, arrangements can be made, at reasonable rates, to have a late model car waiting for you at designated stations.

Choice of Accommodations

If you're traveling with your family or your own gang you can have a room or adjoining rooms where you can loaf around like you

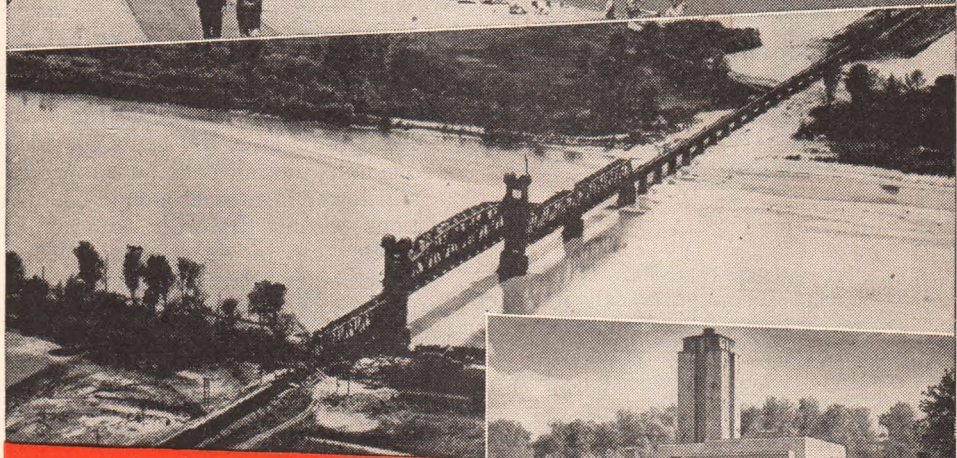
would at home. You can do some partying, or you can lay low and "save up" for the next stop. Bedrooms suitable for one person cost little more than a lower berth; double bedrooms, completely appointed, cost about the same as two lowers; compartments and drawing rooms are higher in price, but can accommodate more passengers.

Once aboard, all the features of the train are at your disposal . . . observation car, club car, barber shop, shower room, dining car or other special service cars such as the open observation cars that were carried in peacetime on The Milwaukee Road's transcontinental Olympian in the electrified zones. Pre-war prices for meals and drinks were very reasonable. For example, on The Milwaukee Road before rationing, three-course luncheons were 50 cents, complete dinners 65 cents, while special steak or fish dinners, ordered a la carte, were moderately priced. Drinks, too, were low in price and the quality of the ingredients and service top flight, according to good judges of bourbon, rye and scotch.

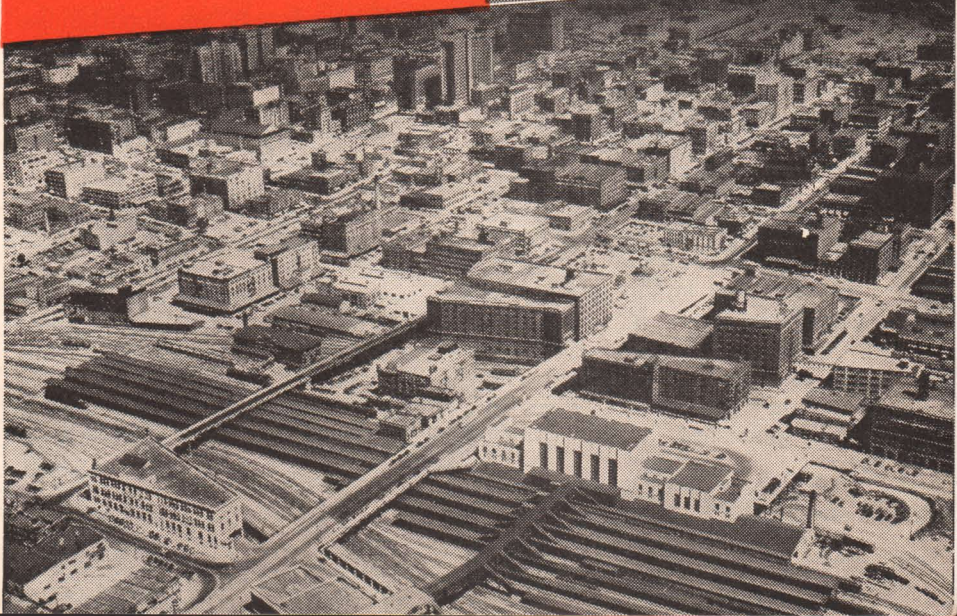
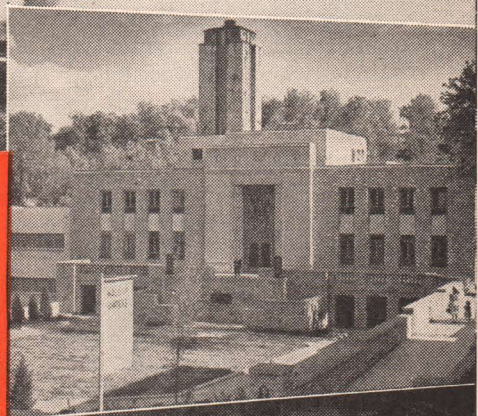
Economy tourist sleeping cars on some Milwaukee Road trains provide comfortable accommodations at about two-thirds the cost of a berth in a standard sleeper, and at a lower rate of rail fare. On most Milwaukee Road trains Hiawatha-type coaches, with adjustable reclining seats, are carried and the minimum coach fare prevails.

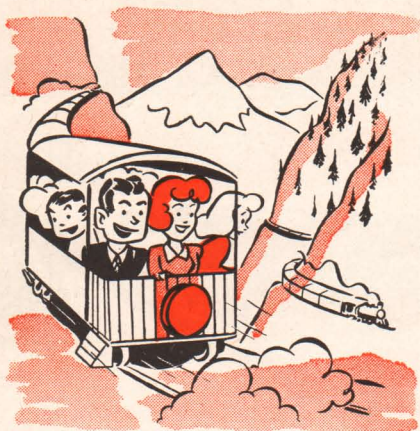
Tomorrow's Trains

America's great fleet of limited trains, which now includes nearly two hundred Streamliners and Speedliners, need new and additional equipment. The Milwaukee Road, which designs and builds all of its passenger train equipment



Starting at top and right to left: Oak Street Beach, Chicago—a few blocks from the Loop. • The President Harry S. Truman bridge, recently built by The Milwaukee Road, over the Missouri River at Kansas City. • The Palace of Waters at Excelsior Springs, Mo.—America's famous Spa. • Omaha, Nebraska, with Union Station in foreground.





except sleeping cars, calls its super-speed trains Speedliners. A great modernization program was well under way when war struck. It has already been resumed and new trains will be placed in service as rapidly as possible.

On The Milwaukee Road, HIA-WATHA Speedliner service will be extended, augmented, and improved. There are now seven Hiawatha units in operation between Chicago and St. Paul-Minneapolis, and between other cities in the central west. There will probably be sweeping changes in The Milwaukee Road's transcontinental service now performed by THE OLYMPIAN. Other changes will be likely to affect such famous Milwaukee Road trains as the PIONEER LIMITED, CHIPPEWA, MARQUETTE, ARROW, SOUTHWEST LIMITED, TOMAHAWK, and VARSITY that are now largely made up of Speedliner cars.

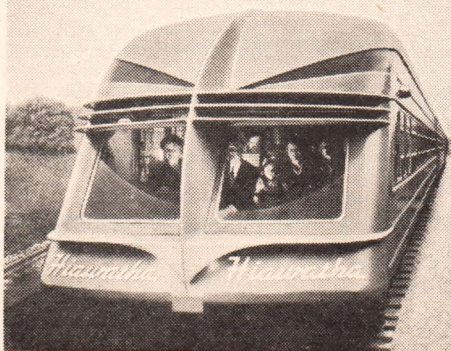
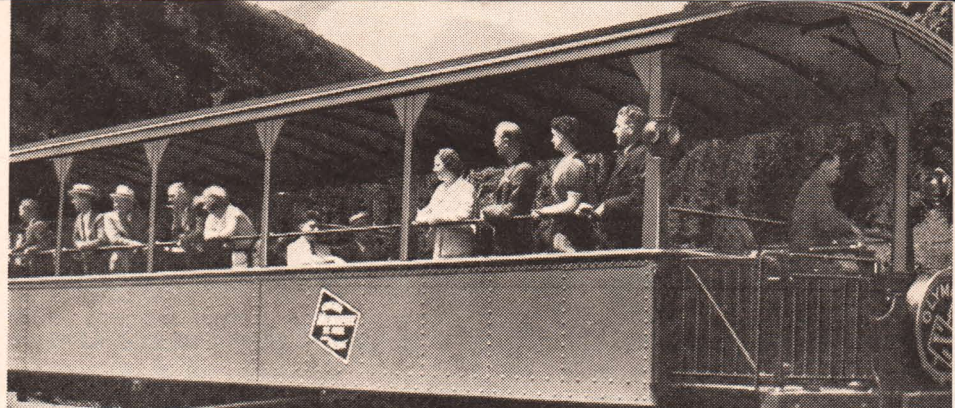
Tomorrow's trains? Who can say just what new, attractive features they will contain. Plans currently published by car builders

incorporate everything from rum-pus rooms and nurseries to movie theatres and sun decks. The trend is toward sleeping cars with private rooms instead of lower and upper berth sections, and coaches which will be even more spacious, and with seats of a new type to permit additional comfort for overnight travel. While in 1944 the average passenger paid to The Milwaukee Road only 1-75/100 cents to ride one mile, the railroads hope to have still lower fares if economic conditions permit. In order to accomplish some of the advancements, some engineers are thinking in terms of cars built on two levels or decks.

Postwar Power

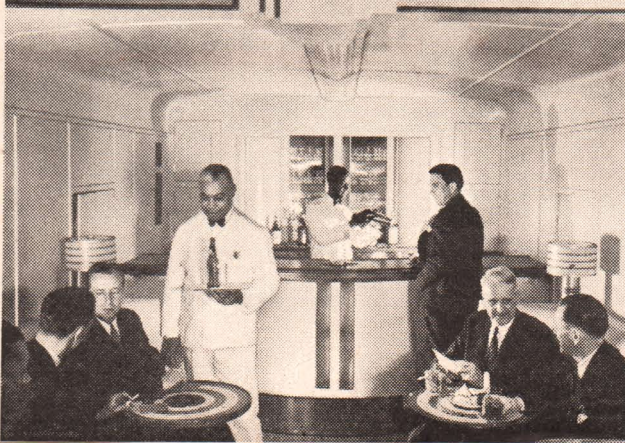
Many postwar passenger train schedules are likely to be quickened through further mechanical efficiencies in operation. No jet-propelled locomotives are seen on the rail horizon, but steam, Diesel, and electric power are capable of meeting all demands. Progress in the design of trucks and running gear together with heavier rails will make for even smoother riding.

The railroads see opportunities ahead to increase passenger traffic above the pre-war level. Car shops will be busy as soon as men and material are available. In fact, the railroads' rehabilitation job is a tremendous one which will provide large-scale employment if the railroads' money for improvements and repairs is not taxed away. The railroads are confident that they can attract their full share of postwar traffic provided their competitors are granted no special favors and are required to pay their own way as the railroads do.



From top and left to right: Open observation car—in service on The Milwaukee Road's electrified zone before the war. • Beaver-tail observation car on one of the Hiawathas. • Beautiful and dummy—or, cards enroute. • Cars like this add to the pleasure of travel. • Milwaukee Road's master chefs could make K rations look good.

MORTAGE NEW LISBON LA CROSSE WINONA AED WING



TO HAPPY TRAVELING

The Milwaukee Road offers a final salute to the men and women who have been, or still are, in the service of their country. Over 6800 of our own employes were enrolled in the armed forces, and of these 160 have been listed as killed or missing. To those who are daily returning to our ranks, we say welcome home. And to all veterans everywhere, we say thanks for a job well done.

It is our hope that a majority of the vacationists traveling over The Milwaukee Road this summer will be those who have returned from service here or in foreign lands. Surely they deserve the fullest opportunity to get re-acquainted with their country. We wish them—and you—happy traveling and long years of peace and prosperity in which to enjoy our America.



VACATION PLANNING

Whether you're a veteran "shipping out" under your own travel orders, or a home-fronter heading for a well-earned vacation, let us help you plan your trip. If your plans are still indefinite and you want more specific information about any of the places or trips outlined in this book, write to or

call on one of The Milwaukee Road Travel Bureaus listed on this page. If you prefer, write to F. N. Hicks, Passenger Traffic Manager, Room 710 Union Station, Chicago 6, Illinois. You may be sure The Milwaukee Road will be glad to serve you in any way it can.

The Milwaukee Road Travel Bureaus

ABERDEEN, SO. DAK. —Milwaukee Passenger Station, 1 N. Main Street	Phone 2325
ATLANTA 3, GA. —57 Forsyth St., N. W. (521-2 Healey Bldg.)	Phone Walnut 6585
BELOIT, WIS. —Milwaukee Passenger Station	Phone 257
BOSTON 8, MASS. —294 Washington St. (510-12 Old South Bldg.)	Phone Liberty 9812
BUFFALO 3, N.Y. —295 Main St. (204 Ellicott Square Bldg.)	Phone Washington 0634
CEDAR RAPIDS, IOWA —Milwaukee Passenger Station, 401 First Ave. S. E.	Phone 6027
CHICAGO 4, ILL. —179 W. Jackson Blvd. or 711 "100 W. Monroe" Bldg., Zone 3 Room 705 Union Station, Zone 6	Phone Central 7600 Phone Central 7600 Phone Central 7600
CINCINNATI 2, OHIO —49 E. Fourth St. (204 Dixie Terminal)	Phone Main 5010
CLEVELAND 14, OHIO —925 Euclid Ave. (937 Union Commerce Bldg.)	Phone Main 2457
DAVENPORT, IOWA —Union Station, Foot Harrison St.	Phone 2-5304
DENVER 2, COLO. —1706 Welton St. (217 Patterson Bldg.)	Phone Tabor 5962
DES MOINES 9, IOWA —721 Locust St.	Phone 3-6468
DETROIT 26, MICH. —132 W. LaFayette Blvd. (1210 LaFayette Bldg.)	Phones Randolph 3716-17
DUBUQUE, IOWA —Milwaukee Passenger Station, 3rd and Central	Phone 134
GREEN BAY, WIS. —Milwaukee Passenger Station,	Phone Adams 866
JANESVILLE, WIS. —Milwaukee Passenger Station	Phone 191
KANSAS CITY 6, MO. —202 E. 11th St. (11th and Grand)	Phone Victor 6390
LA CROSSE, WIS. —Milwaukee Passenger Station	Phone 76
LOS ANGELES 14, CALIF. —210 W. 7th St. (1024 Van Nuys Bldg.)	Phone Trinity 9555
MADISON 3, WIS. —Milwaukee Passenger Station	Phone Badger 6300
MASON CITY, IOWA —9th St. and So. Pennsylvania Ave.	Phone 324
MILWAUKEE 2, WIS. —210 E. Wisconsin Ave. (Bankers Bldg.)	Phone Daly 1864
MINNEAPOLIS 2, MINN. —700 Marquette Ave. (La Salle Bldg.)	Phone Main 3441
NEW ORLEANS 12, LA. —210 Baronne St. (1323 Canal Bldg.)	Phone Raymond 7581
NEW YORK 20, N. Y. —630 Fifth Ave. (Rockefeller Center)	Phone Circle 7-1680
OMAHA 2, NEBR. —1611 Farnam St. (Farnam Bldg.)	Phone Jackson 4481
PHILADELPHIA 9, PA. —123 So. Broad St. (Fidelity-Phila. Trust Bldg.)	Phones Pennypacker 0407-08
PITTSBURGH 19, PA. —7th Ave. and Grant St. (1122 Gulf Bldg.)	Phones Atlantic 2438-39
PORTLAND 4, ORE. —528 S. W. Yamhill St. (Pacific Bldg.)	Phone Atwater 1397
ST. LOUIS 1, MO. —611 Olive St. (2003 Railway Exchange)	Phone Chestnut 0337
ST. PAUL 2, MINN. —362 St. Peter St. (5th and St. Peter)	Phone Cedar 4491
SALT LAKE CITY 1, UTAH —Main and Broadway (503 Utah Oil Bldg.)	Phone 3-4184
SAN FRANCISCO 5, CALIF. —653 Market St.	Phone Garfield 5951
SEATTLE 1, WASH. —4th Ave. and Union St. (White Bldg.)	Phone Eliot 6300
SIOUX CITY 14, IOWA —Milwaukee Passenger Station, 2nd and Pierce Sts.	Phone 3-0511
SIOUX FALLS, SO. DAK. —Milwaukee Passenger Station, 5th and Phillips	Phone 217
SPOKANE 8, WASH. —No. One Post St. (Whitten Block)	Phone Main 2261
TACOMA 2, WASH. —112 South Ninth Street	Phone Main 2101
VANCOUVER, B. C. —793 Granville Street	Phone Marine 8177
WASHINGTON 5, D. C. —15th and H Sts. N. W. (229 Shoreham Bldg.)	Phones Republic 1038-39
WINNIPEG, MAN. —211 Portage Ave. (1105 McArthur Bldg.)	Phone 95-753

H. Sengstacken, Ass't Passenger Traffic Mgr.
Chicago 6, Ill.

Wm. Wallace, General Passenger Agent
Seattle 1, Wash.

F. N. HICKS, PASSENGER TRAFFIC MANAGER, CHICAGO 6, ILL.

