

Chicago-bound *Hiawatha* in Milwaukee Road station.

W. A. Akin Jr.

## Milwaukee: city of streamliners

**Trains, shops, roundhouses, interurbans — they're all easy to see in the city where the orange and red passenger-cars are built**

**BY A. C. KALMBACH**

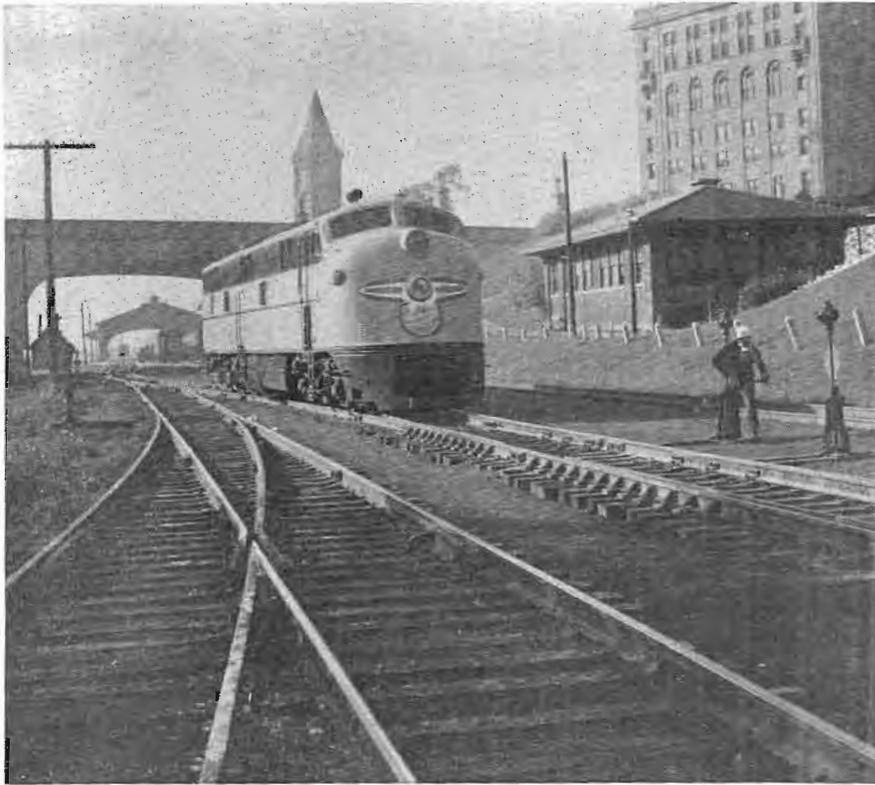
*Milwaukee* has railroad blood in its arteries. The men who founded the city also founded a railroad which grew into the 10,066-mile transcontinental system named after the city: the Milwaukee Road, or, more specifically, the Chicago, Milwaukee, St. Paul & Pacific. The principal shops of that road have always been at Milwaukee and are among the largest railroad-owned car-building plants in the country. Hundreds of steam locomotives bearing the square cast plates "Built West Milwaukee Shops" are still in active service. And, right out where you can see it every day, Milwaukee puts on one of the grandest railroad operating shows in America. More streamliners

run through or into Milwaukee than any other United States city except Chicago.

Perhaps you came up to Milwaukee from Chicago, like most visitors do, on one of the world's fastest trains, the Milwaukee or North Western 75-minute expresses. In spite of terminal slowdowns at each end (and, on the North Western, several stops), you have covered the 85 miles at an over-all average of 68 miles an hour, start to stop. If you rode one of the *Hiawathas* you probably made the run in less than 75 minutes, for the *Hi's* are given short time in the Milwaukee station and habitually arrive early so as to complete servicing and loading and leave on time.

Now where can you see some of that action? Suppose you came in on the *Morning Hiawatha*. You step off at the Milwaukee Road station right into the midst of trains, trains, and more trains. It is 11:45. The eight tracks under and alongside the arched train shed are all open and set in a level paving, giving you much freedom to move about and see things as long as you watch yourself. Up ahead and to the right a fast express from Madison is just arriving, made up of streamlined coaches and probably pulled by one of the oil-burning Atlantic streamliners originally built for the first *Hiawatha* trains.

Way at the head end of the station,



Linn H. Westcott.

where the service crew is watering the diesel which pulled you from Chicago, the station crew may still be switching the doodlebug which came in from Janesville about 20 minutes ago. Its streamlined coach trailer will be turned first on the small turntable at the west end of the station, and then the gas car itself will be turned. After that a diesel switcher will move both to the coach yards over beyond the west throat. While you're looking that way you will likely see the North Shore electric cars going into or out of the North Shore station up on the hill a block beyond.

But don't miss the east end of the station. There stands the 12:01 Chicago express, No. 28. At the head end is one of Milwaukee's chunky, husky Hudsons of the just-prestreamlined era. The consist is typical of many regular trains on the Milwaukee: old high-roof baggage cars and diner, streamlined coaches. The switch crew is busily cutting the stream-

lined parlor car off the back of the newly arrived Madison train and coupling it on the back of 28.

At 11:52 the *Hiawatha* leaves for Minneapolis, its rear cars leaning to the increasing speed as they whisk around the reverse curve through a cut at the west end of the station and so out of sight. The remains of the Madison train are consigned to the coach yard. And at 12:01 No. 28 leaves for Chicago, gracefully pulled taut around the even sharper curve at the east end of the station.

Now you begin to see why railfans love the Milwaukee Road station. Back of the track layout you can now see Clybourn Street, a public thoroughfare which runs the length of the layout and cuts across both throats. You can stand in perfect safety on the public sidewalk and watch all the intricacies of station operations. East throat and west throat are only three blocks apart, barely long enough for the 14-car streamliners, and the in-



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Cars of the early morning Commuter 400 stand in the North Western station while the diesel backs over a crossover to run around the train.

itiate shuttles rapidly from Second Street to Fifth Street and back again to catch the arrivals and departures.

Now the tracks are momentarily bare. As a new arrival you take your bearings and think a bit of going up the hill to watch the 12:03 arrival on the North Shore from Chicago. Or perhaps you glance through the Milwaukee's station parking lot and see the bright yellow and green interurbans of the Milwaukee Electric Lines and ponder what goes on there. But hold your throttle. At 12:25 the *Olympian Hiawatha* arrives from the Coast, and its on-time record is remarkable, especially considering all the mileage and all the mountains between Puget Sound and Lake Michigan.

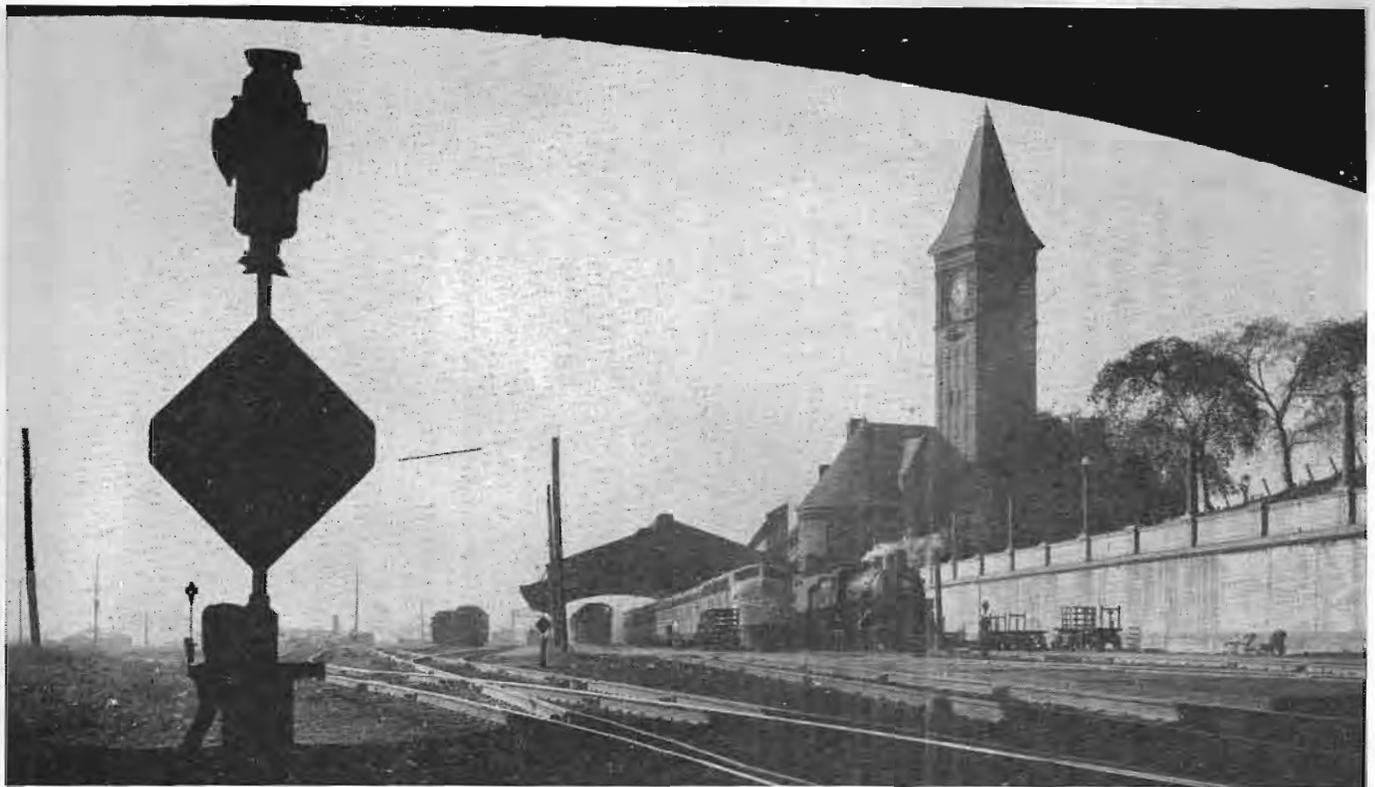
Stand at Fifth Street, the west throat, and wait for this new *Olympian* to show around the curve near the coach yards. A couple of warning whistle toots at the gate tenders' tower alert the switch crews and other station personnel. Here she comes, General Motors diesels on the front this time instead of the Fairbanks-Morse jobs familiar in the publicity photos. Watch her glide into the station. These streamlined cars are mighty different from the early series. For the first time, perhaps, you notice that the Milwaukee has done away with all wide diaphragms on streamlined cars. Too much maintenance trouble.

But don't tarry too long. Start walking those three blocks so you can be at Second Street to watch the *Olympian Hi* leave at 12:30 for the dash to Chicago.

Now for lunch? I hope not. If you're my guest I hope you had lunch on the train, for we're not going to eat now. There's too much to see. It's only a block north and onto a trolley bus marked North Western Depot. After a 5-minute ride we pile out, ahead and around the corner of the station building and up into Milwaukee's pride, beautiful lakefront Juneau Park. From the bluff we look out over the perfect 10-mile semicircle of the harbor. If it's a nice day we might even find the TRAINS staff here eating lunch, watching the Chesapeake & Ohio car ferry leaving the harbor on its noon trip to Ludington and waiting for C&NW's *Shoreland 400* at 12:40. At the foot of the bluff is the North Western main line, and beyond it the filled land which is Milwaukee's lakefront playground. The lakefront drive crosses the tracks on a graceful arch bridge which makes a perfect setting for train pictures, and a mile north of the station the tracks climb the bluff and curve away to the west to join the Milwaukee River valley.

It's 12:50, and the *Shoreland 400*, which poked its nose out from under the train shed a few minutes ago, revs up its diesels and leaves on its northward run up the lake shore to Manitowoc and Green Bay. These North Western stream-

The North Shore's Electroliner was still wearing its christening ribbons when this picture was taken in the station at Sixth and Michigan.



Linn H. Westcott.

The Commuter 400 stands beside the connecting steam train to Green Bay via the Fox Valley.

liners are graceful things, with their utter simplicity of line and color scheme. That bright lemon yellow and apple green is not a new concoction of the industrial designers. It is simply a revival of the old North Western color scheme which graced all the road's passenger equipment a couple of decades ago, before the lakefront had been filled in and when you could sit in a North Western coach in Milwaukee station, open the east window, and look down into the waters of Lake Michigan.

The color-light signal on the bridge marked "Beginning west-ward automatic blocks" has hardly blinked back to green when a clink of coasting side rods sounds up the bluff to northward. Just as we've done for years, we catch ourselves watching the right-hand track and are slightly surprised when the typical Schenectady Pacific shows on the left-hand track. It pulls just as railroady a train as could possibly exist. The cars are grimy railroad dark green, heavy steel standard riveted construction. The make-up includes express, baggage and R. P. O. cars as well as coaches, diner and parlor car.

This train is from Green Bay and came down the Fox River Valley route through a series of cities which good railroad transportation and water power have built into a light manufacturing area unequalled anywhere in this land. It has stopped at places like De Pere, Kaukauna, Little Chute, Appleton, Neenah-Menasha, Oshkosh, Fond du Lac, and West Bend. It has come through the aromatic smell of sulphite around the paper mills, between the factories which make everything from overalls to aluminum ware,

## Highlights of Milwaukee railroad history

Milwaukee's first railroad was the Milwaukee & Waukesha, which Byron Kilbourn organized and of which he became the first president, in 1847. Even before construction began in 1849, however, the name was changed to Milwaukee & Mississippi. The first half-mile of track was not completed until September 25, 1850, and it was February of the following year before the first train ran from Milwaukee to Waukesha, 21 miles west. Part of the construction was delayed by stage-coach drivers and rural tavern keepers, who feared the railroad meant the end of their livelihood and who consequently engaged in fist fights with the railroad laborers and even tore up some of the rails. The Milwaukee & Mississippi is now part of the Milwaukee Road.

The first locomotive arrived in Milwaukee by boat in the fall of 1850. Two years later W. B. Walton & Company of Milwaukee built the first locomotive constructed west of Cleveland. The following year Gregor Menzel built Milwaukee's second home-made locomotive, the *Whitewater*.

The Chicago & North Western did not reach Milwaukee until 1855. At that time the road had no connection with the C&NW, but was known as the Chicago & Milwaukee, and was a consolidation of the Chicago & Milwaukee and the Milwaukee & Chicago. Many small roads which have been lost in history once bore the name Milwaukee in their titles, and these are now part of the North Western or the Chicago, Milwaukee, St. Paul & Pacific.

Milwaukee's first railroad station was built in 1850 at the foot of Second Street, not far from the present-day Milwaukee Road station, which was built in 1886. The present North Western station was built in 1889.

The Chicago North Shore & Milwaukee reached Milwaukee in 1908, but this was not the first electric interurban line to serve the "Cream City."\* The now-abandoned Milwaukee-Racine line of the Milwaukee Electric was laid in 1896. Soo Line passengers for Milwaukee now use Milwaukee Electric from Waukesha to Milwaukee, but before 1938 some Soo passenger trains ran into the city over Milwaukee Road tracks.

One early Milwaukee Road worker later became president of the Canadian Pacific and was knighted in 1915. He was Sir Thomas G. Shaughnessy and became known among Milwaukeeans as "The peer that made Milwaukee famous." Another outstanding Milwaukee railroad man was Frederick D. Underwood, who became president of the Erie in 1901 and put that struggling road on its feet. In his early days he had worked on both the North Western and the Milwaukee Road.

Milwaukee's first streamlined train was the *Hiawatha*, which went into service in the spring of 1935 behind a shrouded oil-burning Atlantic-type steam locomotive.

\*"Cream City" refers, not to the dairy products Milwaukee is famous for, nor to the creamy froth of its beer, but to the cream color of many of the brick and stone homes and factories in the area.



Both photos, W. A. Akin Jr.

and along the shores of wide Lake Winnebago, on one of the most interesting railroad runs there is. Now its passengers alight to change to a streamliner for Chicago, because right behind the steam train comes the *Peninsula 400*, which left Green Bay an hour and a quarter later to run to Milwaukee via the lakeshore line. Earlier today there have been three trains to and three trains from Green Bay. We begin to understand why the North Western is called a road of copious passenger service.

But we have no time to stand around and gape. We aren't even going to get lunch, unless we can gulp a malt and a sandwich in double quick, for at 1:20 the *Morning Hiawatha* from Minneapolis comes in over at the Milwaukee Road station, and the No. 1 show begins. From then until 2:15, when the *Afternoon Hiawatha* leaves on its trek to Minneapolis, we will shuttle from one station throat to the other, with perhaps a stop in the Kuhler-modern waiting room to watch the crowds and wonder where all the people go to and come from. The *Morning Hi* leaves at 1:25, and then we have time to stroll up the hill to Sixth Street and make a cursory examination of the North Shore's *Electroliner* as she stands in the station awaiting her 2 o'clock departure. Then back we go to Second Street a few minutes before 1:50, when a long train from Chicago is due to squeak around the curve and into the Milwaukee Road station. It has a baggage car in the middle, if it's summer. This queerly divided streamliner, pulled by one of the high-wheeled 120-mile-an-hour streamlined Hudsons, is really two trains, as we shall quickly see. It is the *Chippewa* for Green Bay and northern Michigan and it is also the *North Woods Hiawatha* for the vacation and paper-making country up the Wisconsin River valley of central Wisconsin.

The busy diesel switcher attacks the combined makeup from the rear and moves one section over onto another track. There it is coupled to a waiting Pacific, natively streamlined in *Hiawatha* style. If business is heavy the Pacific, perhaps doubleheaded, has a couple of Milwaukee coaches coupled on and already loaded. At all times it has a waiting R. P. O. car for the Green Bay run. This, then, is the *Chippewa*, Milwaukee Road's strongest bid for the Green Bay business of which the North Western has traditionally had the lion's share.

These two streamliners out of the way, we see for the first time a light Pacific and three cars sitting back against the express house. This is a Madison express which will leave immediately behind the *Afternoon Hiawatha*, 15 minutes from now. And then the early afternoon performance is over. The switcher leisurely pushes cars into the station for assorted later trains, including the 4 o'clock for Chicago. The tracks look a bit bare, the waiting room even more so.

Lunch? Not if we want to see more of Milwaukee railroading beyond the downtown passenger stations. The train gates are closed, so we cut through the station parking lot, which is open on both the track and street sides. For the first time we notice the beautiful little Fourth Ward Park on which the Victorian red brick station fronts. The picturesque clock tower and the many gabled windows of the dispatchers' and other railroad offices match perfectly with the trees of this downtown green spot. Here we are right in the center of downtown, only a block from the main intersection. Few other cities have such a convenient location for a railroad station.

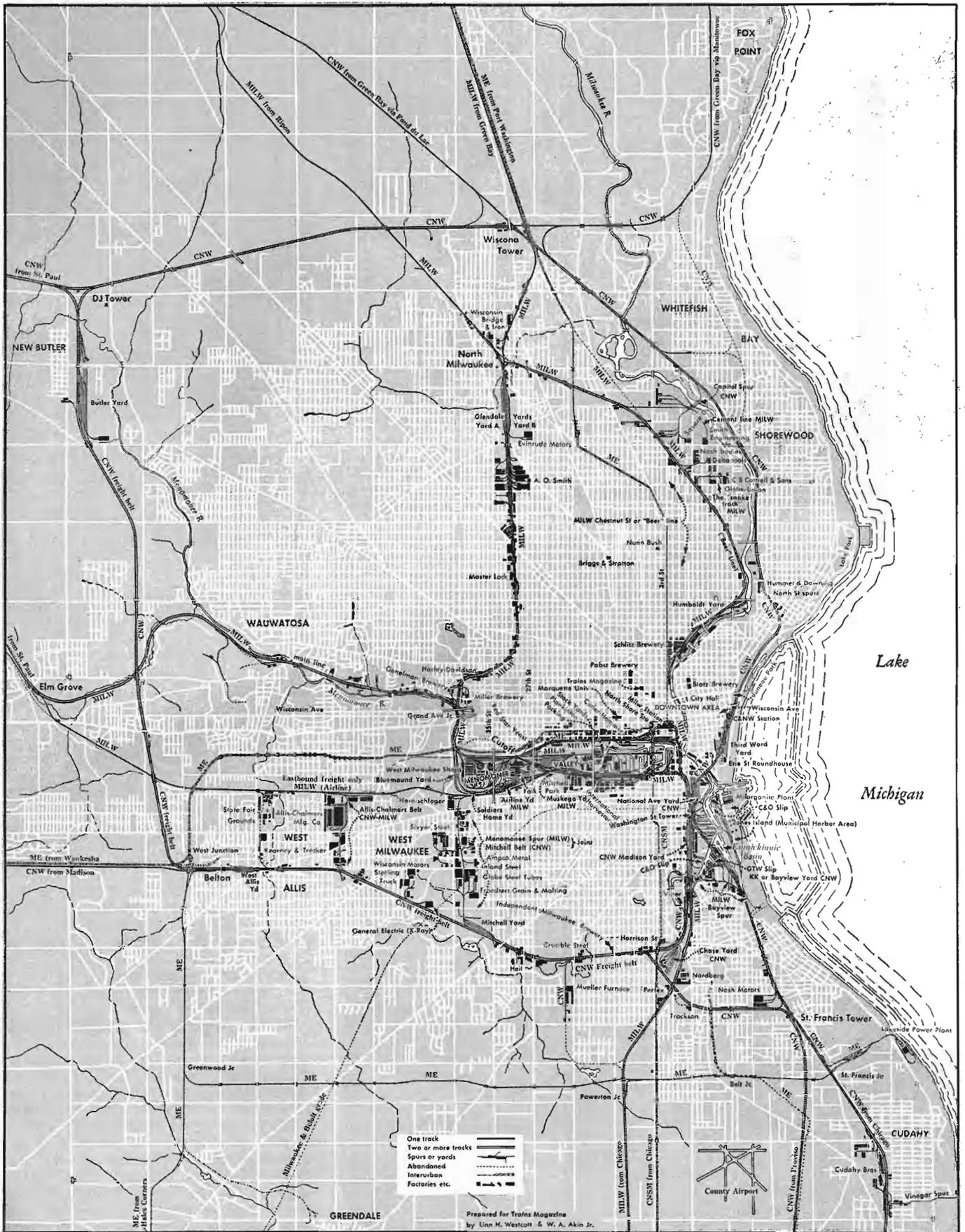
Nor are there many other cities where things are so conveniently grouped for the railfan. Look to the right across

Eastbound *Hiawatha* pulls across the intersection of Second and Clybourn streets at the east end of the Milwaukee Road station. ↑ The westbound *Chippewa* approaches east throat.

Fourth Ward Park. The first floor of that big office building is really a vast interurban shed. Buses are crowding the space nearest the waiting room, but plenty of heavy steel cars in the old tradition are sticking their business-like snouts out of the end toward us. They bear signs like "Port Washington," "Waukesha Local," "West Junction," or "Hales Corners." This is the suburban and strictly utilitarian remains of a once much larger intercity network of electric lines. Let's try a West Junction car just for the ride. Outbound, take a left-hand seat for the best views.

Eight minutes out from the terminal the heavy, comfortable electric car will be skimming along a private right of way cut into the bluff which edges the wide Menomonee Valley. Once the half-mile-wide valley floor was marsh, good for little except duck hunting. Now the level land has made excellent space for freight yards, engine terminals, and car and locomotive shops, as well as other types of factories. The river is navigable nearly to the railroad shops and forms part of Milwaukee Harbor, where four million tons of coal is unloaded in a typical year from giant lake boats. Sixty per cent of this is reloaded for shipment west by rail.

But those railroad shops are the thing. The magic words are "West Milwaukee," but it's right in the center of the city now. We get a grand perspective of the whole layout from the interurban. Or the way back from West Junction we can get off at 35th Street for a closeup. It's a nice interlude, this skimming along at 60 miles an hour or better, with the wind whistling through the open wires.



# Railroads of Milwaukee

Most of Milwaukee is laid out on a high plain some 100 feet higher than Lake Michigan. From the low level downtown area and the Menomonee Valley the railroads climb to the plain via tributary valleys. The industries and spurs shown give an idea of how much a city this size depends on railroads for its life. Data is from 1941 aerial photos.



Linn H. Westcott.



W. A. Akin Jr.

Fourth Ward Park is bordered by the Milwaukee Road station ← on the south, and by the Milwaukee Electric Lines terminal ↑ on the east. Bus lines also use this terminal. Waiting room is enclosed section at left, under the sign.

dows or ventilators. And when we get off while the car turns at the Junction, let's make a dash to be first on and get that left front railfan seat right up next to the motorman.

*The view* from the 35th Street rapid transit station is absorbing. In the near foreground, but below us, is the Milwaukee Road main line, then shop storage tracks, and then the two roundhouses with coaling stage to the left. Spread out on this layout may be damaged cars awaiting repairs; brand-new cars, part of the 125 now under construction; new freight cars; maybe the motive power department's dynamometer car for testing engine performance. And, of course, a fair sample of Milwaukee motive power, everything from Ten-Wheelers, minus tenders and with rusted boiler jackets, to slicked-up 4-8-4's just out of class repairs and ready for the first run to Chicago.

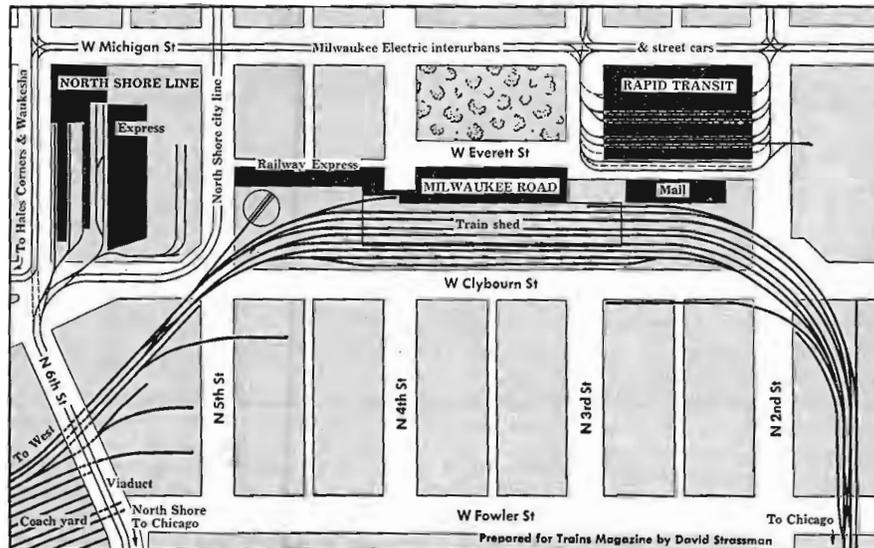
At Cutoff, over at the far left where the freight line joins the passenger line, a constant parade of locomotives shuffles back and forth, perhaps a Pacific to take the 4 o'clock to Chicago, a couple of light engines just in from the depot, a 4-8-4 off the *Coast Time Freight* moving up for water and servicing. And the 3:51 from Madison adds a bit of color.

A ringside seat is good, but a bird's-eye view is even better. A flight of stairs leads to the 35th Street viaduct, which runs from bluff to bluff across the tops of shops and tracks. From the east side of the viaduct we can see an exciting view of engine terminal leads and we look down directly upon sanding, coaling and watering operations. We see freight moving in a small yard which crosses the valley from side to side. And in the left background the interurbans constantly add bits of color and motion to the scene as they glide along the edge of the valley.

But from the west sidewalk—that is where we see the real heart of a large railroad. The brain of the Milwaukee Road may be in Chicago, where the general offices moved 58 years ago, but the heart is in the West Milwaukee shops. Down in one of those cream brick buildings, well aged but neatly kept, is the office of K. F. Nystrom, chief mechanical officer. This is the Swedish-born engineer who has contributed more to modern railway car design than any other individual, especially in the field of high-speed trucks. Spread all about on the valley floor beneath us are the shops where his drawings and computations and test results have been built into steel.

Lift your eyes from the fascinating turntable directly below and look across the streets and buildings of the little "city" to its far limits. That 1000-foot-long cog-roofed modern building is the freight-car erecting shop. It is also used for building the structures of new passenger cars, but most of the time its long production lines are systematically turning out one new freight car every hour. Heavy freight-car repairs are completed here under cover.

Just this side of the freight-car shop are a number of older transverse buildings, some with transfer tables between. This is where passenger cars are repaired and also where the steel passenger-car structures are finished into equipment ready for use. If we are fortunate enough to get a pass we can see hundreds of interesting operations which go into the building of the coaches we take for granted. In one bright skylighted bay trucks are assembled with jigs which assure that the axles will be absolute square. In another, new streamline coaches are getting their interior fittings, including not only the finish but also acres of air-conditioning ducts and miles of electrical wiring. Men scramble in and out from high platforms and hef



sets of portable stairs, and the cars themselves are mounted not on the long, speedy modern trucks but on old arch-bar freight trucks pensioned to shop use. In the paint shop, with its overhead ventilating hoods, painters are applying the bright orange and red which will soon be flashing across the wheatfields of the Dakotas and through the passes of the Cascades.

Somewhat nearer to our viaduct vantage point we see the wood shop where cabinet makers use their old-world craftsmanship to turn out the interior woodwork for which Milwaukee cars are famous. Far to the left we see the iron foundry, largely devoted to casting chilled car wheels. Far to the right is the blacksmith shop, with its wheel lathe and press at our end, pushing newly refinished pairs of passenger-car wheels out a hole in the wall into neat double storage rows. And nearest the viaduct, just to the left of the roundhouse, are the locomotive shop buildings, tank shop, erecting shop, and boiler shop. Here rows of undressed locomotives stand in the midst of class repairs or rebuildings of various kinds. And here complete locomotives were built as late as the first of the Milwaukee's 4-8-4's.

By now we are along the viaduct toward the south end. Below us is the throat of Airline Yard, the eastbound classification yard, only recently converted from hump to flat switching. Beyond, to the northwest, is Bluemound Yard, mainly an overflow facility. Freight from points west comes in here both from the main line and from the Air Line, a cutoff from suburban Elm Grove used only for eastbound freight and for switching the huge Allis-Chalmers plant.

To see more of the freight yards on this broad valley floor we move along to the next viaduct, 27th Street. There, to the east, is the focal point of eastbound and westbound yards, and the yard office. Freight cars stretch as far as we can see, intriguingly broken up by ships, gas tanks, and car unloaders. Suppose we wander around to the grassy slopes of Mitchell Park (named after Alexander Mitchell, who combined many small railroads in the 1860's to make the great Milwaukee system). Here we can sit under the trees in luxuriant comfort and watch the freight start to roll in either direction. In the foreground is the Muskego Yard office; in the background, the tall buildings of downtown, two miles away.

*It's too bad* we can't be in two places at once. This same fine afternoon we should also be at the North Western station or along the line somewhere to watch the westbound *Twin Cities 400*. And we should see the rail operations down around the Kinnickinnic Basin in the harbor area. There we would see grain flowing from freight cars into the high concrete bins of the North Western grain elevator, to be spouted in turn into the holds of Great Lakes steamers. Close by

The Morning Hiawatha ducks under a pedestrian bridge as it approaches 35th Street viaduct in the midst of the Milwaukee Road shop yards.

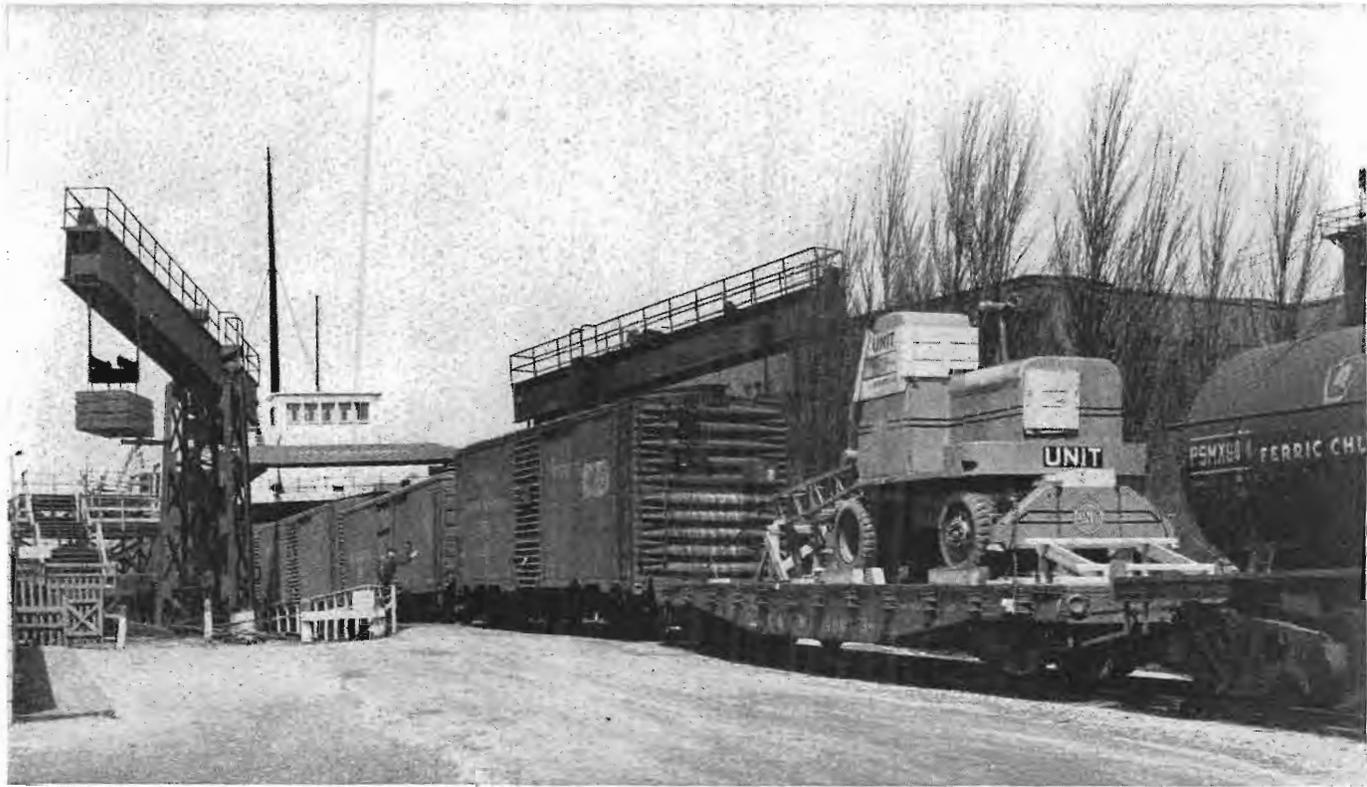


U. S. Soil Conservation Service.

Milwaukee Road yards and shops occupy the Menominee Valley. Classification yards are at south (top). Locomotive and car shops are to right of 35th Street viaduct (center), main line and interurban run across bottom. Buildings between the viaducts are the Falk Corporation.



Charles McCreary.



C. P. Fox.

we might see a box-cab diesel switcher with the Grand Trunk Western herald on its sides, pulling freight cars out of one of the car ferries which form a floating bridge across Lake Michigan to the east. Across the river a Milwaukee Consolidation is pattering about, putting more cars in order for the arrival of the 6:30 p. m. Chesapeake & Ohio ferry. If we are driving we can sneak around the south end of Jones Island (which isn't an island at all) and see the North Western switching cars in the municipal outer harbor. Perhaps a cargo of pulpwood is being unloaded from a Swedish steamer, and there are always rows of tank cars taking on oil or gasoline which has come in by tanker. Another North Western switcher

is loading the Chesapeake & Ohio ferry (that "Chesapeake & Ohio" comes slow to one who has grown up with the Pere Marquette ferries) that will leave the Jones Island slip at 7 p. m.

Fact is, we should be in three or four places at once. We should be down at the Milwaukee Road station, watching the *Olympian Hiawatha* pull out at 4:45 on its 2100-mile westward trek, then stay to watch the evening rush, which begins when a fast express arrives from Chicago. The *Southwest Limited* (which leaves Milwaukee eastbound, then turns west at Sturtevant) leaves for Omaha and Kansas City just as the doodlebug leaves for Janesville. Then a local leaves for Berlin, followed by a commuter train for Madi-

**Chesapeake & Ohio enters Milwaukee via car ferry. The City of Saginaw is receiving a full load of 30 standard-length freight cars.**

son and points in between (with some of TRAINS staff aboard as regulars). Hardly a breathing spell and the *Afternoon Hiawatha* comes through eastbound, with a *North Woods Hiawatha* just ahead if it's summer.

Or we should be over at the North Western station watching the westbound *Peninsula 400* take on its fabulous load for the Fox River Valley and points north up to the iron-mining city of Ishpeming in upper Michigan. This is the North Western's most heavily traveled weekday train, and the equipment left Ishpeming this very morning, went 393 miles to Chicago, and by 11:55 tonight will be back in Ishpeming. That's getting the most out of a set of cars and a locomotive!

Even if we've taken in all of this multiple performance, we've missed plenty, for railroading is all over Milwaukee. We haven't seen the little yard formerly the terminal of the old Milwaukee & La Crosse, which is snuggled right in the edge of downtown to serve the Pabst, Blatz and Schlitz breweries. From this yard the industrially busy Bee Line runs upriver to connect with Milwaukee main lines in North Milwaukee. The transfer trains from the Beer Lir Yard to the main yards in the valley must go roundabout more than a dozen miles to get just a mile across town.

We've missed the special yard of the Milwaukee near North Milwaukee, almc



C. P. Fox.

**Grand Trunk Western also enters Milwaukee via car ferry, and maintains a steam switcher as well as this diesel switcher in its Milwaukee yard.**

in the midst of the giant A. O. Smith plant where thousands of automatically made auto frames are loaded into those odd "rack" gondolas to go to Michigan and become automobiles. We've missed the little jointly owned North Western-Milwaukee belt line through the malting and manufacturing district on the far southwest side, and North Western's main Mitchell Yard (Alexander Mitchell was once president of the North Western too) on the outskirts. What's more, unless we drive, we can't see much of the heavy freight operations of the North Western, for most through freight on that road moves around the city on a heavy, low-grade belt line built in the golden age of railroad construction, about 1911. This belt line includes large yards and engine terminals at Butler, northwest of the city.

It is fun, also, to go out to suburban points and watch the streamliners at speed, or to get down near the foot of National Avenue south of downtown, where the Chicago lines of both railroads are close together and things really happen.

Riding a North Shore city car to the south end of the city service, we will go past North Shore's Harrison Street yards and shops. Here we can see more of that famous electric line's equipment than at the downtown terminal. Just south of the shops we can stand on the edge of a bluff and look out over the North Western's main Milwaukee engine terminal, Chase roundhouse. The terminal is settled in the middle of a large wye which connects the Madison line from downtown with the belt line. We won't see much of passenger interest here, unless it be the *Capitol 400*, which rolls by shortly after 3 p. m., but we will see the freight moving on the belt-line leg of the wye, and plenty of engines. And we will see North Shore trains to and from Chicago, including the streamlined *Electroliners*, beautifully silhouetted atop a long embankment.

In spite of what we've missed, we're still short a lunch, and now a dinner too. But there's no missing the *Ashland Limited*. Why does a crowd gather every evening along the railing at the foot of Wisconsin Avenue? Apparently it's to look down into the North Western train shed and watch the loading of baggage, express and mail for the *Limited*. She comes in at 8 o'clock, just 15 minutes after the eastbound *Twin Cities 400* slides gracefully through. But this train, which ends next morning way up on Lake Superior, is such a carrier of commerce that it is often half an hour later before it pulls out, even though several ready-loaded cars are switched onto the front end.

We have no time to dally, for by the time the *Ashland Limited* has cleared the block the train of the romantic name, the *Iron and Copper Country Express*, has taken its place at the platform and the tussle with head-end loading begins all over again. This time the loading is for Ishpeming and points in between. As

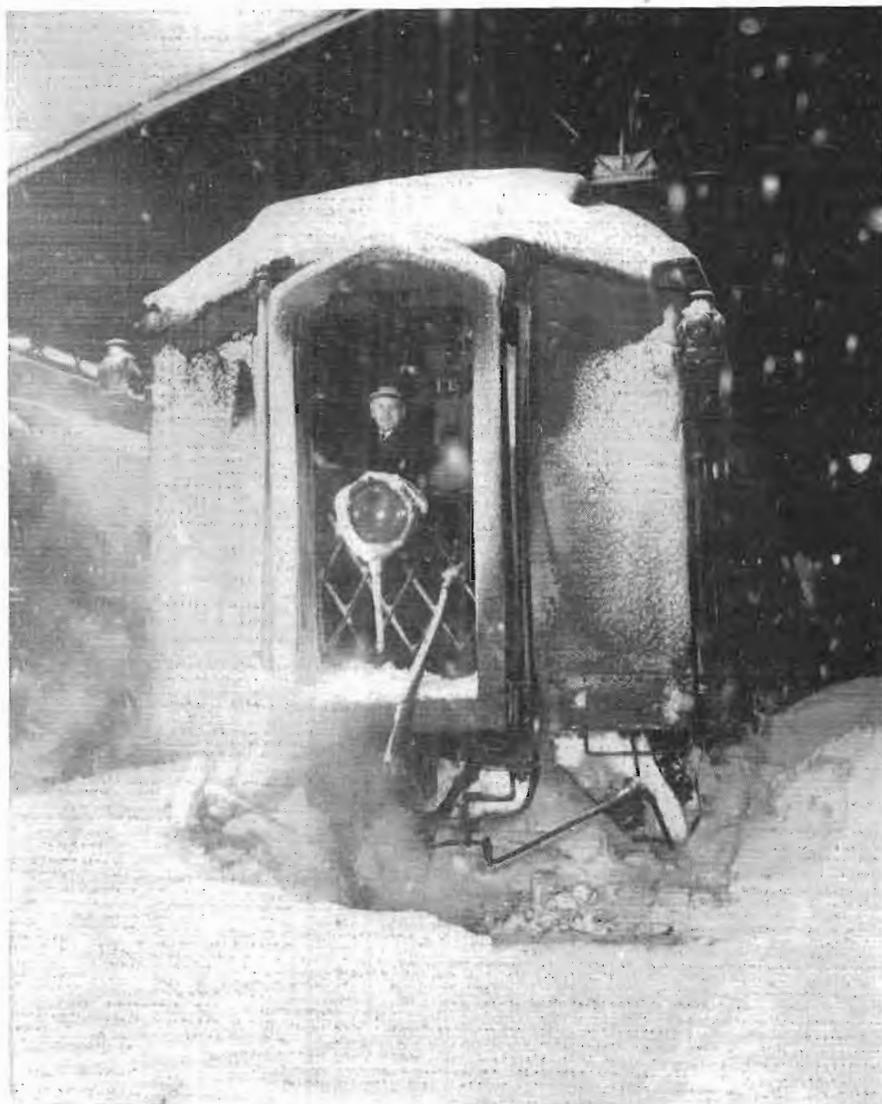
with many other North Western schedules, both trains go through Green Bay, one via the lakeshore route and the other up the Fox River Valley.

At 9:15 another train, the *Copper Country Limited*, is leaving for Green Bay and northern Michigan over at the Milwaukee Road station, but by the time we get there the tracks are clear and awaiting the proper item to polish off a railfan day well spent, No. 57, the solid Fast Mail for the Twin Cities, and No. 51, a late nonstop express from Chicago. The mail train fills the station from end to end. It has come up from Chicago on streamliner timing, the mail clerks sorting in the two full R. P. O. cars near the center, bracing themselves for curves, and occasionally lugging sacks into the adjoining storage cars. No passengers may ride 57, not since 15 years ago, when it carried a setoff sleeper for La Crosse. That must have been a ride, tacked on the tail end of a train which ran like a scared rabbit to keep a tight schedule in spite of all the delays of mail-handling! Oddly enough, you can still ride the *Fast Mail* in the opposite direction, but it's not as fast as 57.

The mail trucks back up all along the sides of 57. The loading and unloading seem interminable. The two-unit diesel,

the same one which brought down the *Morning Hiawatha*, cuts off so some front-end cars can be switched. Perhaps a switcher also works the rear. Finally all is ready. The 27 employees who work on this rolling post office scramble aboard, and the lanterns flash the highball down the length and around the curve to the front end. Soon the red markers on the last storage car, a special car with a single pair of seats at the rear end for the train crew, disappear in the dark and only a red block signal light remains. Now we can catch up on eating, or go to bed — unless we want to stay and see the *Pioneer*, the *Columbian*, the *North Western Limited*, and so on into tomorrow.

For some time residents of this part of the city have been agitating to have a union station built on an old factory site just west of the Milwaukee Road main line at National Avenue. In the last year favor has switched the plans to a new site just south of the present Milwaukee Road station in the downtown area. There is not enough transferring between railroad systems to warrant a new station, but the city would benefit by getting better automotive traffic routes and a new railside post office if the new station were built.



Milwaukee's worst snowstorms come off Lake Michigan. North Western's lakefront station is a handy place for the first flakes to settle.