



YELLOWSTONE PARK will have another big season

There isn't any problem in getting people to visit Yellowstone. As a matter of fact more than a million vacationists each summer make Yellowstone one of the most crowded parks. As far as the casual visitor is concerned, that isn't good. Lots of motorists have trouble getting accommodations and many stand in line an hour or two to get a meal. But what's tough on motorists gives you some extra sales ammunition.

Rail Tours Cover Everything

Rail tours include not only transportation within the Park, guided sightseeing, hotel room and all meals, but also reservations and luggage handling. Patrons get a comprehensive view of all the top attractions of the Park. Entering via The Milwaukee Road's Gallatin Gateway, passengers get extra mileage through the spectacular Dude Ranch Country of the Montana Rockies.

Grand Teton Park with the new Jack-



Grotto Geysers in Yellowstone Park



Pullman Touralux lower and upper berth

son Lake Lodge is an added attraction for Yellowstone visitors. They can see it on a side trip from Old Faithful or they can leave the Park via Victor and travel back east on Union Pacific and Milwaukee Road streamliners.

Profits For You

The National Park Tour Company pays the usual commission on 2½ day tours to authorized tour promoters, tourist agents and all railroad ticket agents.

Super Dome Olympian Hiawatha

Yellowstone Park passengers on this fine train get a real thrill from the full length Super Dome. It's the perfect spot to view and photograph the Belt Moun-

tains, rugged Montana Canyon and the headwaters of the Missouri.

Exclusive on the Olympian Hiawatha are the Skytop Lounge for Pullman passengers and comfortable Touralux cars offering the lowest cost sleeper service to and from the Northwest. Remember coach fares are honored in Touralux sleepers upon payment of the lower or upper berth charge.

If your patrons are visiting Yellowstone as a stop over enroute to the Pacific Northwest you can collect additional commissions. These include Gray Line tours of Spokane and Seattle, the boat-bus trip of the S.S. Sightseer in Seattle and motor coach tours to Mount Rainier from either Seattle or Tacoma.

It's time now to start selling this summer business.



Hiawathagram

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THE MILWAUKEE ROAD

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90 YEARS OF SERVICE



Mr. Kremer, right, presents Silver Pass to Mr. Larson.

Marking his 45th year of service February 25th, H. M. Larson, Milwaukee Road assistant general passenger agent, Minneapolis (left) was presented with his Silver Pass by W. W. Kremer, vice president-traffic, Chicago. Mr. Larson started with the Road in 1914 as a stenographer in St. Paul and was city passenger agent in Detroit before returning permanently to the Twin Cities area where he has served as traveling passenger agent, general agent passenger department and, in his present capacity since 1946.

* * *

Otto R. Bartel, right, station ticket agent of The Milwaukee Road in Mil-



Mr. Sengstacken, left, presents Silver Pass to Mr. Bartel

waukee, marked more than 45 years with The Milwaukee Road February 25th, and in recognition of his service was presented with a Silver Pass, signed by William J. Quinn, president of the railroad, good for lifetime travel on all Milwaukee Road trains.

Presentation was made by Harry Sengstacken, left, of Chicago, passenger traffic manager of the railroad. Looking on is C. F. Dahnke, general passenger agent of the road in Milwaukee.

Bartel started with The Milwaukee Road as a clerk in the road's telegraph offices in Milwaukee in October 1913. Subsequently he has been in the general baggage department, ticket clerk in the traffic department, and since November 1952, station ticket agent in Milwaukee.



Carrying the Mail



Seventy-five years ago the possibility of establishment of a railroad train to carry mail from Chicago and Milwaukee to the rapidly growing cities of St. Paul and Minneapolis and for relay to the Northwest and Alaska was suggested by the Post Office Department to the officers of The Milwaukee Road.

"When could you put such a train into service?" queried the then postmaster general. "Tomorrow" said the president of the railroad. And, sure enough, according to Carl F. Rank, the railroad's manager of mail traffic, a mail train began service the very next day.

The date was March 13, 1884. The train left Chicago at 3 A.M. It carried five cars of mail—no passengers.

A contract was executed and renewed on a year to year basis at the outset. For more than three decades no contract has existed. The operation has continued on what in an earlier day was known as a "gentleman's agreement," according to Rank.

In the course of three-quarters of a century the departure time has changed from 3 A.M. to 1:30 A.M. and the steam locomotive has given place to a three-unit diesel. The five wooden cars have been replaced by modern mail cars of steel construction—16 of them on days of light traffic. More often, the train is longer.

With the growth of the country, this service was supplemented by the establishment of Trains 57 and 56, which were placed in service January 1, 1899.

Rank said that the Milwaukee Road still carries by far the greater part of the mail that moves between Chicago and the Twin Cities, as well as mail destined beyond the Twin Cities.

Seven days a week for 75 years No. 55 has been on the job without once failing to complete its appointed rounds.

Philadelphia Elects

The 1959 officers of the Philadelphia Passenger Association are, from left—director T. A. Seery, Curtis Travel Bureau; secretary R. M. Colmery, Hertz Co.; president A. R. Kruse, Burlington Lines; vice president L. L. Drumheiser, Baltimore & Ohio; treasurer D. W. Cooksy, The Milwaukee Road and historian W. D. D. Prince, Reading Company.



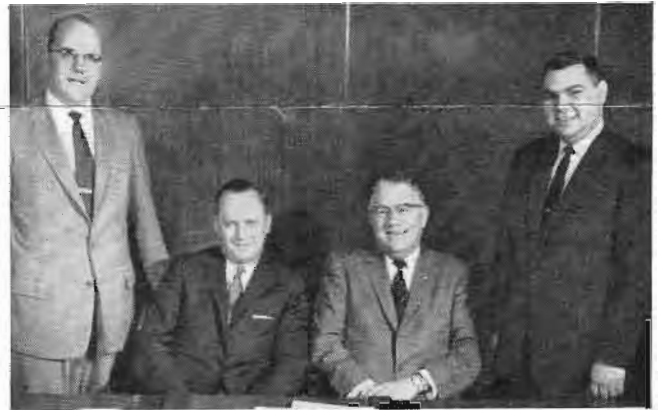
Rise Stevens Travels on Hiawatha

Rise Stevens of the Metropolitan Opera rode the Hiawatha to Chicago after she gave a concert recently in Winona, Minnesota. Her accompanist, James Shomate, is shown with Miss Stevens in the Chicago Union Station.



St. Paul Passenger Association Elects

Newly elected officers of the St. Paul Passenger Association are, from left—secretary Robert Strom, Minnesota Mining and Manufacturing Co.; vice president L. J. Bessette, Rock Island Lines; president J. E. Griller, The Milwaukee Road and treasurer George W. Goetz, Great Northern Railway.



Walter Pidgeon Travels on "City of Los Angeles"

Walter Pidgeon, well known movie and television star, accompanied by his wife are pictured detraining from the "City of Los Angeles" in Chicago. The couple was enroute to New York where Mr. Pidgeon will appear in the T.V. spectacular "Meet Me In St. Louie."



"THE MUSIC MAN"

Meredith Willson, a long-time radio favorite and currently best known as the composer of "The Music Man," pictured here with Mrs. Willson detraining from the "City of Los Angeles" in Chicago recently. They had come from California to attend the opening performance of the show hit by the National Company at the Shubert Theater. The road show tour thus far has included performances in Los Angeles, San Francisco, Dallas, Denver, Omaha, Cincinnati and Kansas City. The Willsons returned to California a few days later on the same train.



Rothschilds Travel on "City of Los Angeles"

Baron Eugene de Rothschild, reigning male of the European banking family, and the Baroness saw Chicago recently for the first time, arriving Chicago from Los Angeles on the "City of Los Angeles."

The baron, 75, and his pretty blond wife were enroute to their apartment in New York. In summer they'll travel back to the old family estate near Vienna.



Preston Foster Travels

Preston Foster, movie and television star, being greeted on arrival of the "City of Los Angeles" in Chicago recently. Mr. Foster was the personal representative of Governor Sawyer at the Golden Gloves fights here in Chicago.

Mr. Foster is vice president of the Old Frontier and the Hacienda hotels at Las Vegas, Nevada.

Mr. Foster is shown signing an autograph for two young admirers June and Dean Paajanen of Arlington Heights, Ill.



Hiawathagram



M. T. Sevedge (right), Milwaukee Road Trainmaster at Savanna, Ill., and L. A. Castle, Yardmaster, discuss the switch list for the "Golden Arrow Lumber Train."

"Golden Arrow" Lumber Train

A solid trainload of lumber, called the "Golden Arrow Train" by the lumber industry, is focusing attention on the thriving state of that industry and the unique ability of the railroads to provide fast mass transportation.

The accompanying picture (above) was taken in The Milwaukee Road yard at Savanna, Ill., as history's largest single rail movement of lumber made ready to move east to Chicago enroute to Long Island and other

points on the eastern seaboard.

The 2,400,000 board feet of planking (2,750 tons) in the shipment filled 61 cars, which moved out of points in California, Oregon, Washington and British Columbia and traveled to the rendezvous point at Savanna via routes from the north and west. The wood, principally pine and Douglas fir, and valued at more than \$300,000 will go into the construction of approximately 290 homes.



Farm Youth Leaders

Regional vice presidents of the Future Farmers of America, representing some 380,000 boys studying vocational agriculture, pictured at the Chicago Union Station February 24th as they were greeted by L. B. Horton, the Road's commissioner of agriculture and mineral development, during a tour of industries in 22 cities. The

FFA leaders are, from left: Thomas E. Stine, Ozark, Mo.; Richard J. Van Auken, Monroe, N. J.; William Lee Todd, Bells, Tenn.; Norman A. Brown, Temperance, Mich.; Bryan K. Haven, Mesquite, Nev.; and William Paul Gray, national executive secretary of the FFA, U. S. Office of Education, Washington, D. C.

Changes In Train Service Including Super Dome Hiawathas

The following are highlights of changes in Milwaukee Road train service to be made effective April 26th.

(Standard times shown)

No. 1, The Pioneer Limited, will leave Chicago 10 pm and operate one hour earlier to Minneapolis.

No. 4, The Pioneer Limited, will leave Minneapolis 10 pm and operate one hour earlier to Chicago.

No. 2, The Afternoon Twin Cities Hiawatha, will leave Minneapolis 11:30 am and operate one hour earlier to Chicago.

No. 5, The Morning Twin Cities Hiawatha, will leave Chicago at 9:30 am and operate one hour earlier to Minneapolis.

No. 56 and 58 will leave Minneapolis at 7 pm and 8:20 am respectively and operate one hour earlier to Chicago.

No. 14, The Chippewa, will leave Channing at 12:40 pm and operate one hour earlier to Chicago.

No. 27 will leave Chicago 8:15 am, arrive Milwaukee 9:40 am.

No. 24 will leave Milwaukee 6:45 am, arrive Chicago 8:05 am.

No. 12 will leave Milwaukee 8:45 am, arrive Chicago 10:05 am.

No. 46 will leave Milwaukee 3 pm, arrive Chicago 4:25 pm.

No. 117, The Varsity, will leave Chicago 8:30 am and operate one hour earlier to Madison.

No. 11, The Sioux, will leave Chicago at 6:15 pm, arrive Madison 9:20 pm, arrive Canton 11:59 am.

No. 22, The Sioux, will leave Canton at 4:10 pm, arrive Mason City 9:20 pm, arrive Madison 5:40 am, arrive Chicago 9:10 am.

The Challenger

The Challenger Domeliner will begin serving the Chicago-Los Angeles patrons as an all-coach train June 1. The schedule will be 15 minutes in advance of the Domeliner "City of Los Angeles" departing Chicago 5:30 pm and arriving Los Angeles 8:30 am the second morning, eastbound from Los Angeles at 4:15 pm, arriving Chicago at 10:45 am the second morning. At this same time the Domeliner "City of Los Angeles" will become an all-Pullman train offering the ultimate in first class accommodations.

City of Denver and City of Portland

The "City of Denver" and the "City of Portland" will leave Chicago 15 minutes later, at 4 pm and will arrive Denver at 7:45 am and Portland at 8:30 am.