

# THE OLYMPIAN





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CHAS. H. BROWN  
MILWAUKEE  
WISCONSIN  
1891



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# THE OLYMPIAN



Chicago, Milwaukee & St. Paul Railway



# THE OLYMPIAN

THE BEST TRAIN—  
PROVIDING GREATEST COMFORT—OVER THE SHORTEST ROUTE  
TO THE PACIFIC NORTHWEST.



he Olympian" is an all-steel train without a peer in the excellence of service which it provides for the traveling public between the Great Lakes and the Pacific Northwest. The train, the railway over which it is operated and the service throughout, are all remarkable, even in these days of splendid railway efficiency.

With the installation of "The Olympian" and a second all-steel train, "The Columbian," over the picturesque "Trail of The Olympian"—THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY—a new and better standard of passenger train service and equipment between Chicago and Spokane, Seattle and Tacoma was established, also serving the intermediate cities of Milwaukee, St. Paul, Minneapolis, Aberdeen, Miles City, Butte and Missoula.

The railway throughout is as thoroughly well constructed as the best engineering knowledge, experience and skill, backed with unlimited capital, could make possible. The service on "The Olympian" so nearly attains perfection that even the most fastidious and discriminating American traveler finds his every want supplied almost before he realizes its existence.



The  
Olympian

Chicago  
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Seattle  
Tacoma





The  
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Dining Car



he DINING CARS on "The Olympian" are models of dignified simplicity, beautiful in design, elegant in appointment, and provide a service fully up to the Chicago, Milwaukee & St. Paul standard of excellence, famous the world over. The cars are softly lighted from electric art lamps and are cooled by electric fans. All meals are a la carte, the cuisine is unsurpassed in railway travel, generous portions are served and supply stations en route insure fresh supplies of the best that the market affords.



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Standard Sleeping Car



he Olympian" carries Standard Sleeping Cars, luxuriously furnished, and elegantly finished in mahogany, with berths of the well-known "longer, higher and wider" variety, assuring all the comforts of a real bed. In addition to the general lighting, the berths are provided with individual electric lights. Electric fans and perfect ventilation insure a plentiful supply of cool, fresh air, while the steam heat for each section is subject to the wish of the passengers occupying that section—a much appreciated innovation.



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Tourist Sleeping Car



he "Olympian" carries Tourist Sleepers of the newest type, large and roomy, finished in mahogany, upholstered in rattan, clean and sanitary, heated by steam, lighted by electricity and provided with the same sleeping accessories and the same size "longer, higher and wider" berths as the Standard Sleeping Cars. Ample lavatories, a large smoking room (an innovation in such cars), a cooking range where tea and coffee may be prepared and light cooking done, and tables which the porter will gladly provide and on which basket lunches may be served at one's leisure, complete the unusual comforts and conveniences of these cars.

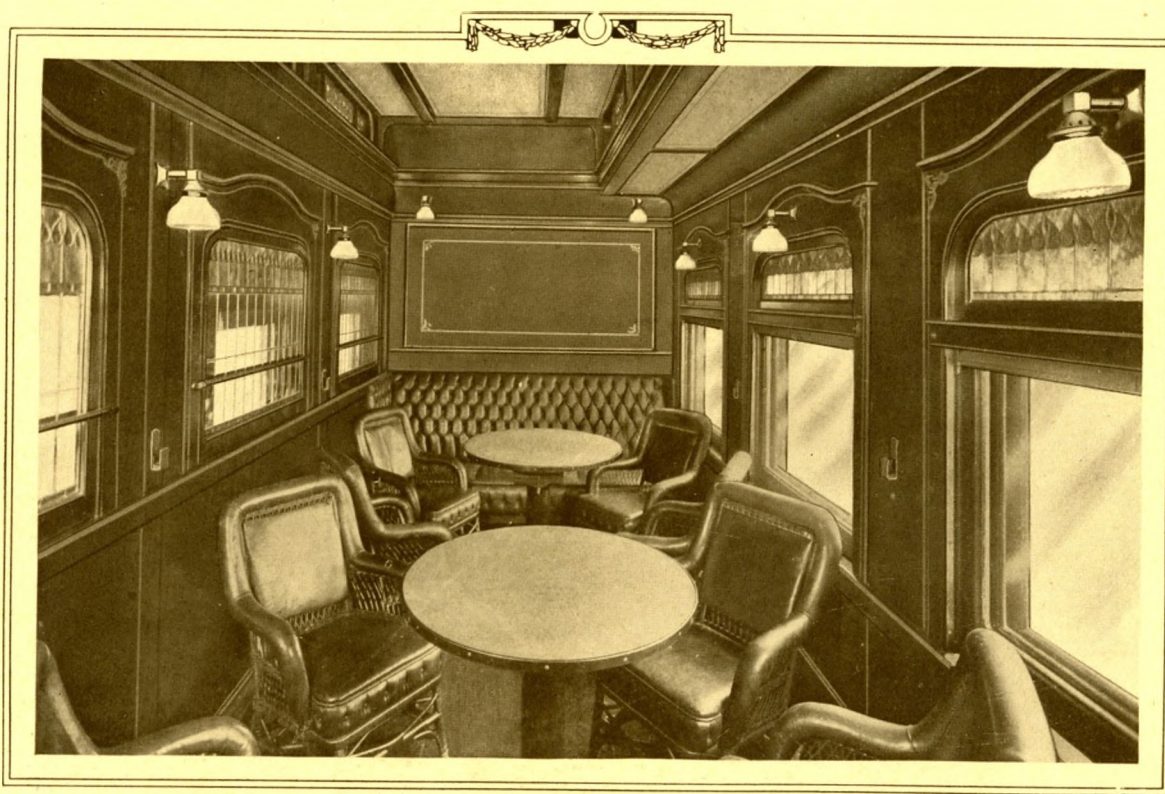


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The  
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Smoking Compartment, Observation Car



The barber shop, buffet, bath room, smoking-card room, observation-parlor, writing desks, library of classics, fiction and magazines and commodious Observation Platform, are features of "The Olympian's" OBSERVATION CAR, which is the last word in luxury-providing equipment, with a men's club and latest news bulletins en route, and a ladies' parlor, where tea is served free each afternoon. Clothing is pressed, and a telephone enables the busy man to transact business at terminals and principal cities en route.



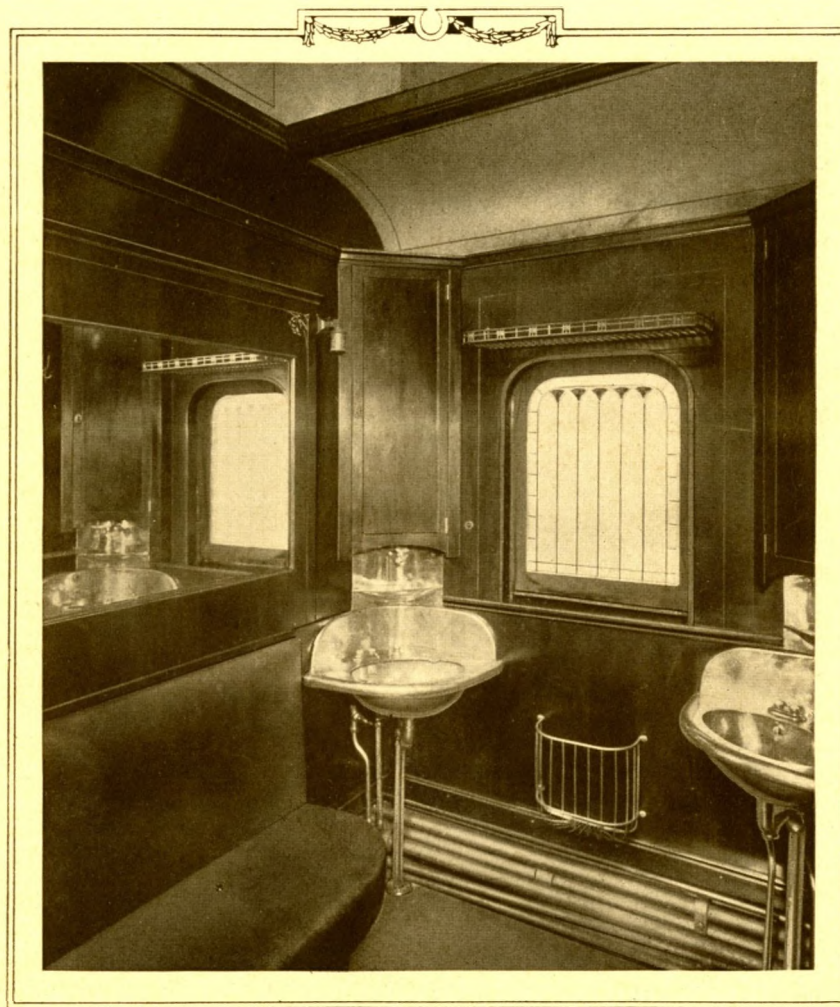
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The  
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One of the important features of a sleeping car, when used for a trans-continental journey, is LAVATORY FACILITIES. These were most carefully planned, both for the Standard and Tourist Sleeping Cars, having especially in mind that they should be roomy, well lighted and ventilated and provide ample mirror space, and these particulars were especially considered in planning the women's apartment. Dental lavatories and all other late devices for the travel comfort and convenience of the passenger have been installed on both "The Olympian" and "The Columbian" and great care is exercised to see that the lavatories are kept tidy and scrupulously clean at all times.



Section of Men's Lavatory. Standard Sleeping Car



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The  
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Drawing-Room and Compartment En Suite

**T**he drawing-room compartment sleeping cars used on "The Olympian" are provided

with two COMPARTMENTS and one DRAWING-ROOM, with private lavatory and toilet conveniences. These apartments are beautifully finished in Cuban mahogany or English walnut. Each contains two berths of the "St. Paul" size, while the sofa in the drawing-room makes up into a comfortable bed. Each apartment has its individual electric fan, and the occupants control the regulation of the steam heating of the room; a commodious dresser, above which is a full-sized mirror, completes the comfort accessories of these very home-like apartments, which, always being on the right side, have an unobstructed view.



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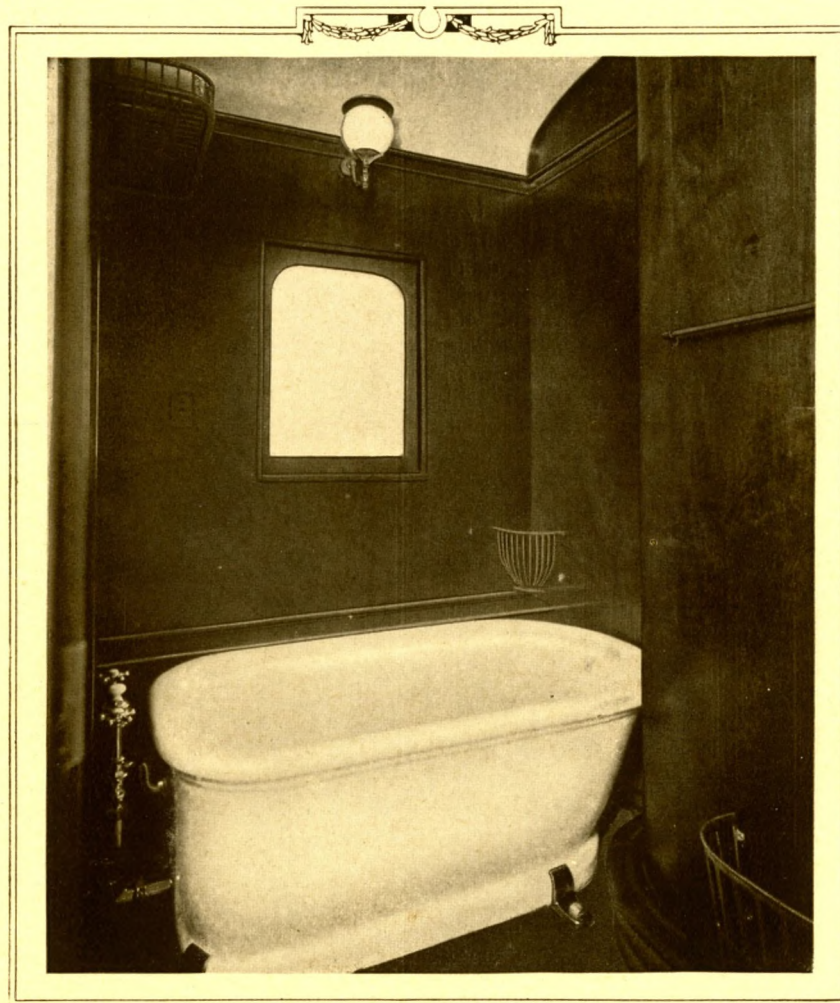




The  
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**T**he traveler on "The Olympian" need not forego his customary refreshing morning plunge, or a cleansing bath before retiring. A real luxury, and perhaps the greatest of the many home comforts on this train, is the bathing facilities, which are provided in a well-lighted bath room containing a porcelain bath tub with running hot and cold water.

The bath, ever-ready barber, and the attendant waiting to press one's garments enable the traveler on "The Olympian," the most popular train between Chicago and Puget Sound, to arrive at his transcontinental destination thoroughly refreshed and as spick and span and as free from travel stain as when the journey began.



The Bath Room



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The  
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The Electric Dynamo

**T**he Olympian" and "The Columbian" are electric-lighted throughout by the dynamo system (the most satisfactory of all methods of modern car lighting), which, with a supplementary storage system of batteries in each car, insures a brilliant, steady light at all times. An electrician accompanies the train to see that the lighting system is always in perfect operation. Both trains also carry a vacuum-cleaning outfit in charge of a uniformed employe, and all cars are vacuum-cleaned every day while en route, as well as at terminals, so that there is an entire absence of dirt and dust at all times, and the transcontinental journey is ended as begun—in clean, sanitary cars.



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The  
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Eagle's Nest Tunnel, Montana Canyon



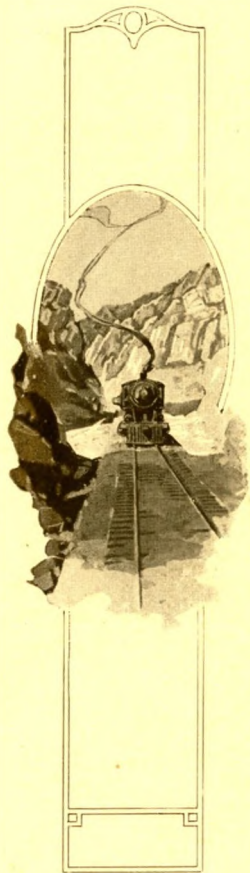
Virgin forest and boundless prairie, rugged peak and sylvan glade, quiet meadow brook and boiling mountain torrent—all contribute their share to the constantly changing panorama of Nature's handiwork.

The Indian in his native habitat and the white man crowding past the last frontier are to be seen side by side. The wilderness is being transformed before the very eye of the traveler and the advance of civilization is seen on every hand.



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The  
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Lower Entrance Box Gorge, Montana Canyon



an in his effort to wrest the riches of Nature from Mother Earth is seen in his every activity—the manufacturer of the eastern city gives way to the truck farmer and the dairyman of the rolling farms of Illinois and Wisconsin, and he to the grain king of the vast bonanza farms of the North; the stockman roaming the fertile ranges with his vast herds of sheep and cattle, the so-called “dry” farmer gaining a livelihood where none was thought to be, the irrigationist with his canals and reservoirs and intensive methods

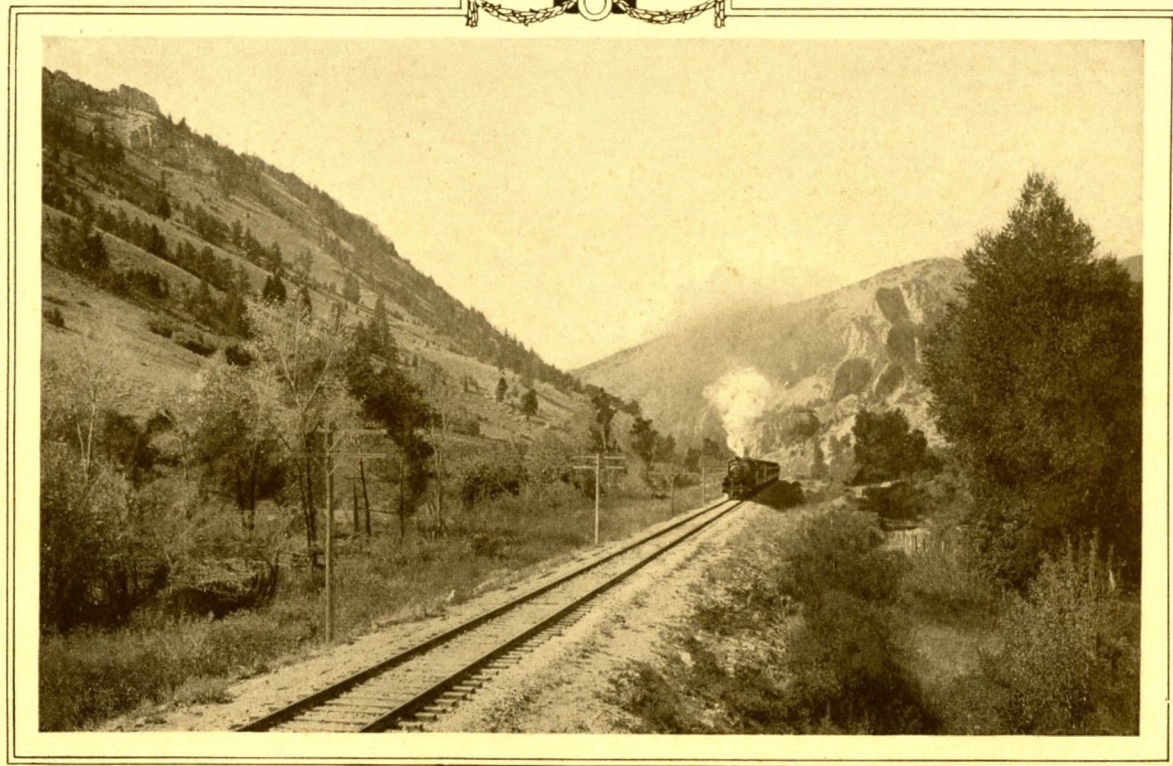


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The  
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"The Olympian" in Montana Canyon

of farming, the miner, burrowing in Earth's richest copper mines, the orchardist with his fabulous fortunes from miniature farms, the lumberman taking toll from Nature's mightiest forests, and the fisherman exacting vast tribute from the sea—all these are to be seen along the "Trail of The Olympian."

The route of "The Olympian" is also rich in historic interest, for while the ancient trails are largely obliterated, sites made famous by Lewis and Clark and other early explorers, and battlefields made sacred by the blood of the intrepid Indian fighter, are frequently seen.



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The  
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The Timber-Clad Bitter Roots, Idaho



From Chicago the route of "The Olympian" and "The Columbian" lies northwest to La Crosse, Wis., thence along the picturesque Mississippi to St. Paul and Minneapolis. The golden grain fields of Minnesota and South Dakota are crossed, and soon the city of Mobridge on the "Big Muddy" is reached, and here actually begins the Puget Sound Line, which at this point crosses the Missouri River on a massive steel bridge which cost approximately two million dollars.



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Goat Rock Cut, St. Joe River, Idaho



From Mobridge the line crosses the Standing Rock Indian Reservation and after skirting the "Bad Lands" of North Dakota, passes into Montana, the "Treasure State," to cross which seven hundred and fifty-six miles of travel are required. Montana fairly teems with opportunity for the newcomer, the valleys of the Yellowstone and Musselshell Rivers, Bitter Root and Missoula Valleys, Judith Basin and many other districts, famous for irrigation, "dry" farming, fruit growing and grazing being traversed by or tributary

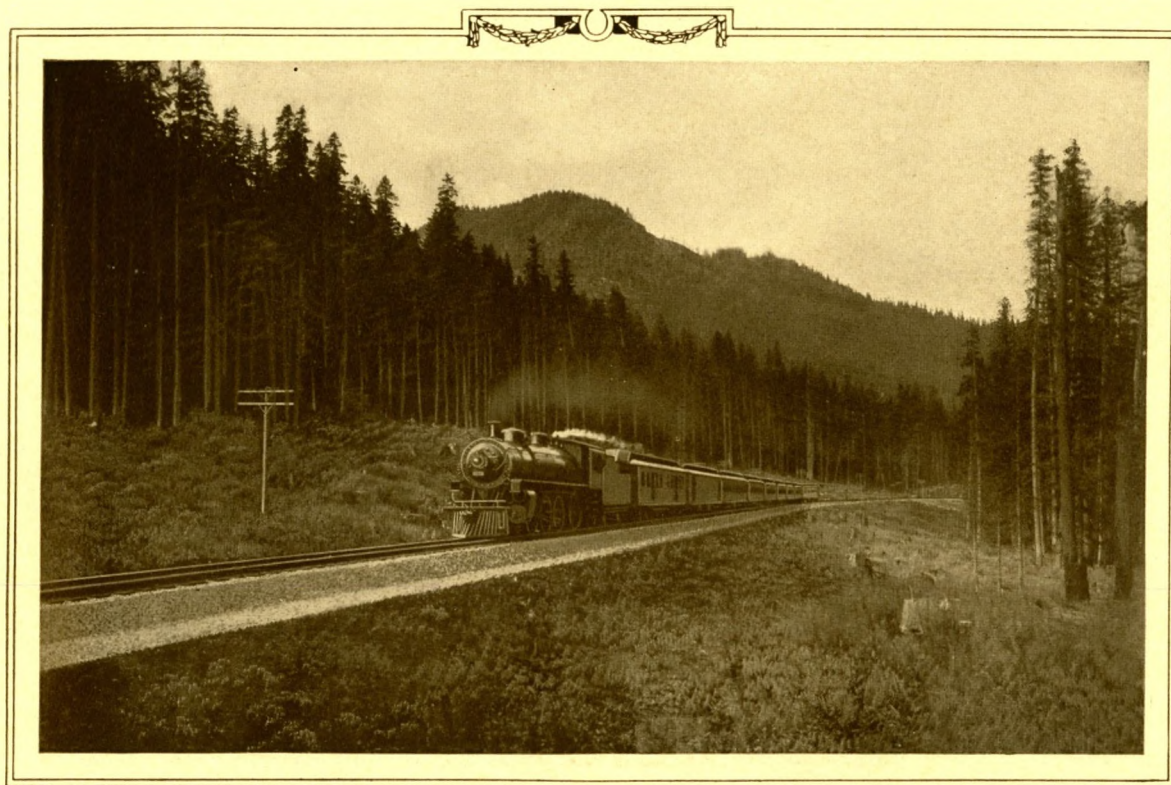


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"The Olympian" Emerging from the Cascade Mountains, Washington

to the line, while the mighty Rockies furnish for hundreds of miles the most magnificent scenery, which reaches its greatest grandeur and beauty in the Bitter Root Range, and of which the pictures shown herein give an all too inadequate idea. Just before passing through Butte, the greatest copper camp in America, the line reaches its highest elevation, 6,322 feet above sea level, and pierces the Continental Divide through Pipestone Pass tunnel; here Coast meets Coast, for on the one hand flow the waters bound for the distant Atlantic, while on the other flow the streams which reach the nearer Pacific.



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Lake Keechelus, Wash.



rossing the panhandle of Idaho, with continuously splendid scenery of mountain peaks, narrow gorges, lakes and rivers, the line enters the State of Washington and passing through Spokane, and the rich Palouse grain country, soon gives the traveler his first view of Mt. Rainier, that snow-capped sentinel of the North Pacific Coast; at Beverly the strange and majestic Columbia River is crossed on a sixteen-span, one-million-dollar steel bridge, and traversing the Kittitas Valley, one of the choicest fruit districts of the State and passing lovely Lakes Kachess and Keechelus, a veritable fisherman's paradise, the line, ever climbing, soon reaches the summit of the Cascade Range.



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Tacoma Eastern Railway through Washington Forest to Rainier National Park



he thrillingly picturesque and beautiful scenery of the forest-clad Cascades, with their towering peaks, thundering waterfalls and rushing rivers, is a fitting scenic climax to the transcontinental journey; from Snoqualmie Tunnel, where the line pierces the summit, the route drops quickly down through the beautiful canyons and valleys of the Snoqualmie rivers, and soon Pacific tide water is reached at the sister cities of Tacoma and Seattle, the Puget Sound termini of the line. Here the "St. Paul's" trains meet the steamers of its Trans-Pacific connection, the Osaka Shosen Kaisha, and exchange the products of the Occident and the Orient and here the Alaska-bound tourist embarks.



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t. Rainier, snow-capped, glacier-covered, and piercing the sky at an altitude of 14,526 feet, the highest peak, outside of Alaska, in the United States, is the predominant feature of Rainier National Park, well named the "Wonderland of the Cascades," and destined soon to be one of the most popular outing spots in America.

This natural park, a beautiful region of mountain streams, lakelets, timber-covered slopes, cliffs, canyons and glaciers, with a general elevation of 6,000 feet, is reached from Tacoma by the Tacoma Eastern Railway, a short branch of the Chicago, Milwaukee & St. Paul Railway; thence by auto stages over a magnificent boulevard through a forest of giant cedars to National Park Inn.



Government Road, Mt. Rainier National Park, Wash.



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