

Quiet as a broadcasting studio . . .
smooth as a gull on the wing

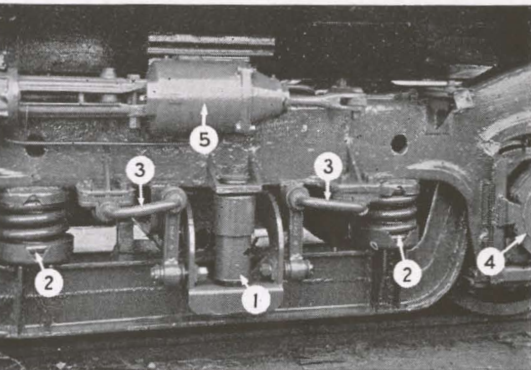
EVEN a casual inspection of the 1939 HIAWATHA impresses you with the beauty and simplicity of its design. Inside and out, its carefully planned coloring, its clean, simple lines and tasteful decorations give it the look of efficiency, comfort and spaciousness. The focused lighting has been further improved by fitting the lenses with metal louvres that practically eliminate all glare. Yet this new train was not built merely for beauty, but because The Milwaukee Road believed it was possible to create an entirely new kind of ride.

The new HIAWATHA is the smoothest riding train ever built! That is a challenging statement, but one with which you will agree, once you have ridden on this train.

Basically, this perfected ride begins with a new type of truck embodying a host of innova-



Nothing finer anywhere . . . nothing faster on rails between
CHICAGO • MILWAUKEE • LA CROSSE • ST. PAUL • MINNEAPOLIS
1939 Hiawatha

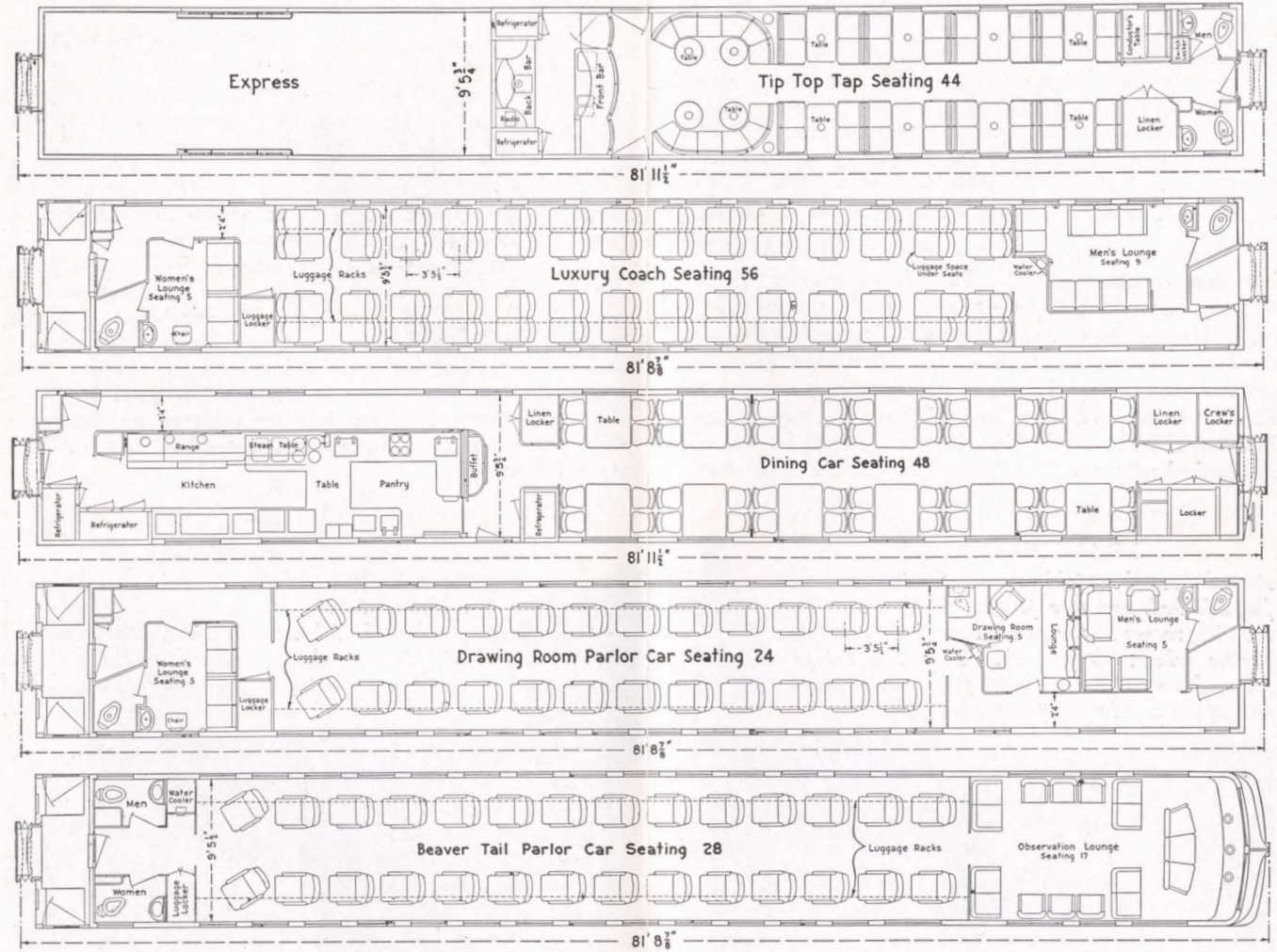


TRUCKS
It may look like just another truck to you, but it is filled with new engineering developments.
1. Hydraulic Shock Absorber. 2. Triple Coil Springs. 3. Anti-Sway Stabilizer. 4. Roller Bearing Wheels. 5. Air Brake Cylinder.
There are dozens of rubber mountings in these trucks.

NORTHBOUND No. 101		SOUTHBOUND No. 100	
Daily Central Time		Daily Central Time	
Lv. Chicago	1:00 p.m.	Lv. Minneapolis	12:30 p.m.
Ar. Milwaukee	2:15 p.m.	Lv. St. Paul	1:00 p.m.
Lv. Milwaukee	2:17 p.m.	Lv. Red Wing	①1:44 p.m.
Ar. Portage	3:41 p.m.	Ar. Winona	2:44 p.m.
Lv. Portage	3:42 p.m.	Ar. LaCrosse	3:14 p.m.
Lv. New Lisbon	4:18 p.m.	Lv. LaCrosse	3:19 p.m.
Ar. LaCrosse	5:09 p.m.	Lv. New Lisbon	4:10 p.m.
Lv. LaCrosse	5:14 p.m.	Ar. Portage	4:45 p.m.
Ar. Winona	5:45 p.m.	Lv. Portage	4:46 p.m.
Ar. Red Wing	①6:43 p.m.	Ar. Milwaukee	6:10 p.m.
Ar. St. Paul	7:30 p.m.	Lv. Milwaukee	6:15 p.m.
Ar. Minneapolis	8:00 p.m.	Ar. Chicago	7:30 p.m.
Milwaukee Road Station		Union Station	
①Conditional stop.		①Conditional stop.	

Every Car Air Conditioned
28 Seat Beaver-Tail Parlor Car . . . 2-24 Seat Drawing Room Parlor Cars
48 Seat Dining Car . . . 4-56 Seat Luxury Coaches . . . 44 Seat Tip Top Tap

THESE floor plans illustrate the unusual roominess of the 1939 HIAWATHA. Reading from top to bottom, the cars are shown in order beginning with the head end of the train. There are two of the drawing room parlor cars, while the four coaches are all identical with the one illustrated.
All of these cars employ an improved type of air conditioning which supplies an ample volume of filtered air



The 1939 HIAWATHA will challenge your admiration, not only for itself, but for the beauty of the country it traverses, and for the perfection of its right of way. Remember, The Milwaukee Road is the only double-tracked route between Chicago and the Twin Cities. Its wide-radius curves, low gradients and seasoned, well ballasted roadbed

make it the perfect route for the operation of high speed trains.
Accept our invitation to ride on the 1939 HIAWATHA. You will recognize it as the greatest advancement in rail travel since the appearance of the original edition of this great train a little more than three years ago.

F. N. HICKS — Passenger Traffic Manager — CHICAGO

THE MILWAUKEE ROAD



These are the two types of locomotives used in Hiawatha service.



1939 Hiawatha

AHEAD OF THE TIMES



BEAVER-TAIL PARLOR CAR

The observation-lounge in the beaver tail parlor car is open to all parlor car passengers. There are over-stuffed lounge chairs and settees for 14, and a wide sofa for 3 facing the rear. Shade is provided by the cross fins of the beaver tail extending over the big, sloping windows. This lounging room is an ideal place to smoke and chat.



BEAVER TAIL

The fins on the beaver tail are more than decorative. They add to the structural strength and the horizontal fins shade the sloping windows from the direct rays of the sun.

LUXURY COACHES

The special reclining chairs lock in any desired position and are upholstered in rust and green velour in alternate cars. Window shades are in the opposite color. The walls are paneled with bleached curly maple, and the wide windows are held in groups of 2-3-3-3-2 by panels of fluted black walnut. Ceilings are covered with aluminum leaf.

Newest and greatest of a distinguished series of super-speed STREAMLINERS

THE original HIAWATHA in 1935, the HIAWATHA of 1937, and now this brand new Speedliner represent three distinct steps in the evolution of railroad trains. Designed by The Milwaukee Road engineering department and built in our own shops, HIAWATHA cars have been successively improved in riding qualities, silence, strength, lightness and comfort. In every respect, the 1939 HIAWATHA is qualified to establish even greater records of popularity than did its distinguished predecessors. You will recognize it at once as being definitely ahead of the times!

There are many reasons why the 1939 HIAWATHA is such an outstanding train. First, it was expressly designed and built for one purpose—to provide the utmost comfort on a fast, daytime run between Chicago-Milwaukee and St. Paul-Minneapolis. Second, The Milwaukee Road could profit from the experience gained in carrying nearly a million passengers over a million miles on the two preceding HIAWATHAS. And third, it was designed by the chief mechanical officer of The Milwaukee Road and his staff in

consultation with men alert to the newest developments both in the railroad and automobile industries.

Every detail of the 1939 HIAWATHA, from the illuminated station announcer in the Tip Top Tap to the rearward facing sofa in the observation lounge of the finned beaver-tail parlor car, is carefully planned to make this train fit your needs and ideals in rail travel.

Brand new locomotives of a larger and more powerful type will be placed in service and will be available for use on the 1939 HIAWATHA whenever the increased length of the train requires their extra power. These streamlined giants embody a host of engineering innovations and are capable of speeds of over 120 miles per hour. Like the original HIAWATHA engines, these new locomotives carry boiler pressures of 300 pounds, but they are coal fired with automatic stokers, and have six 84-inch driving wheels. The two types of locomotives are depicted on the cover. The new larger type above and the standard HIAWATHA type below.

DRAWING ROOM

A studio couch, quickly convertible into a comfortable bed, and two pull-up chairs make the drawing rooms in the parlor cars ideal for small parties who wish privacy. There's a bridge table, also an 110 volt outlet for electric razors and appliances in the private lavatory.



PARLOR CAR

Luxuriously upholstered revolving seats with reclining backs, deeply carpeted floors, wall panels of bleached maple and American walnut with tapestry drapes and ceilings covered with aluminum leaf make the parlor cars rich and restful. There is a drop table beside each seat.



WOMEN'S LOUNGE

(Below) Settee provides seats for four, and there is also a light pull-up chair. Upholstery in rose colored velour. There is a full length mirror and lumiline mirror above the built-in wash basin.

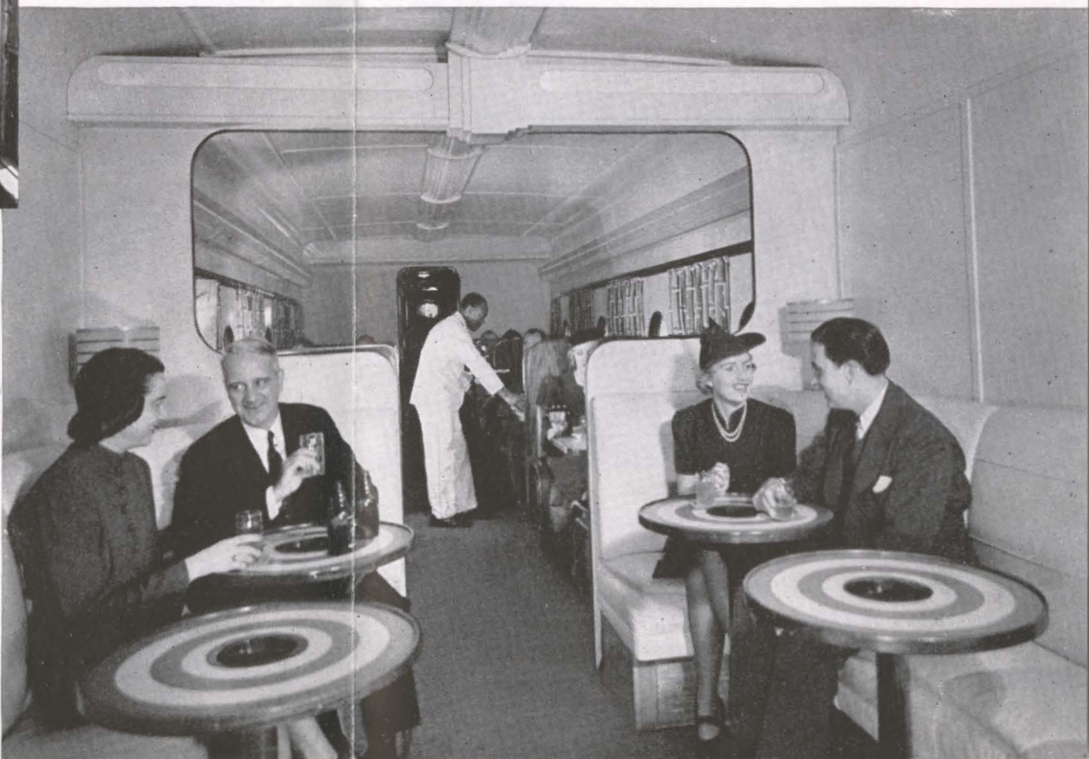
MEN'S LOUNGE

(2nd picture below) The men's smoking room in the coaches accommodate nine. Seats are upholstered in green leather. Wash basins, with lumiline mirror above, are built-in.



DINING CAR

The dining car strikes an entirely new note in modern design and provides seats for 48. Aluminum chairs are upholstered with green and rust colored velour. Specially designed drapes cover the wall panels and partially separate the car into two sections of contrasting color schemes. Luncheon 50c, dinner 65c; also a la carte service.



TIP TOP TAP

(Right) Provides seats for 44 in a separate car at the head of the train and is colorfully decorated in a modern design. Semi-circular seats at one end are upholstered in ivory leather, body seats in alternate green and red leather. Refreshments of all kinds are served. Something entirely new is its illuminated station indicator. Radio. This car is open to all passengers.