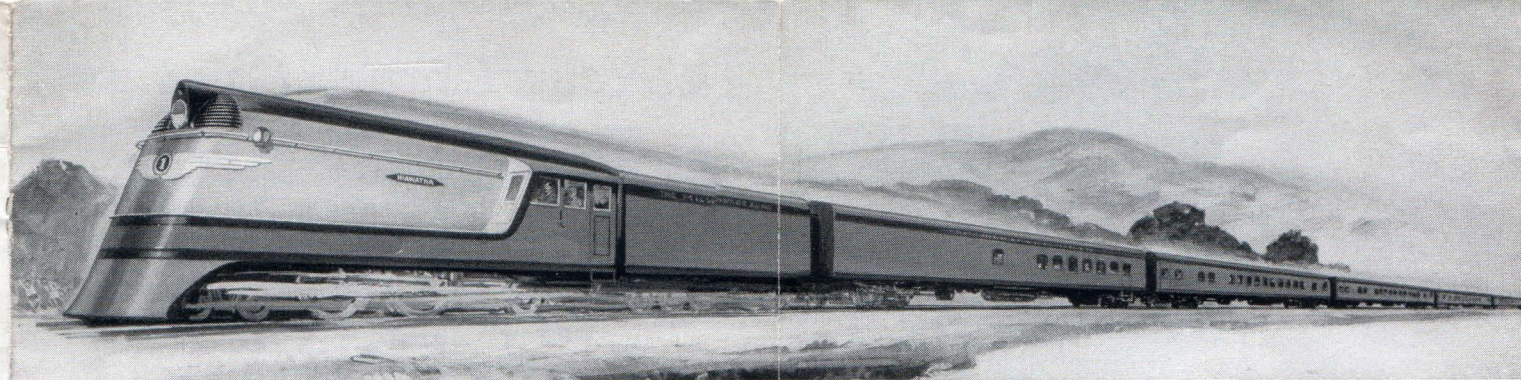


### Locomotive Characteristics

TYPE OF LOCOMOTIVE	"Milwaukee" Type	TUBES, number and diameter	160—2¼ in.
LENGTH OF LOCOMOTIVE	51 ft.-3 in.	TUBES, number and diameter	43—5½ in.
LENGTH OF TENDER	37 ft.-5 in.	TUBES, length	19 ft.-0 in.
LOADED WEIGHT, driving	140,000 lbs.	HEATING SURFACE, tubes	1781 sq. ft.
LOADED WEIGHT, engine	280,000 lbs.	HEATING SURFACE, flues	1170 sq. ft.
LOADED WEIGHT, tender	247,500 lbs.	HEATING SURFACE, firebox	254 sq. ft.
WHEEL BASE, driving	8 ft.-6 in.	HEATING SURFACE, syphon	40 sq. ft.
WHEEL BASE, engine	37 ft.-7 in.	HEATING SURFACE, total	3245 sq. ft.
WHEEL BASE, engine and tender	78 ft.-10½ in.	SUPERHEATING SURFACE	1029 sq. ft.
DRIVING WHEEL DIAMETER	7 ft.	FIREBOX	132½ in. x 75½ in.
CYLINDERS, diameter and stroke	19 in. x 28 in.	GRATE AREA	69 sq. ft.
BOILER PRESSURE	300 lbs.	TENDER CAPACITY, water	13,000 gals.
BOILER, diameter	76½ in.	TENDER CAPACITY, fuel oil	4,000 gals.
		MAXIMUM TRACTIVE POWER	30,700 lbs.



Effective May 29th

### Schedule of the Hiawatha between CHICAGO — MILWAUKEE — LA CROSSE — ST. PAUL — MINNEAPOLIS

NORTHBOUND		No. 101 Daily
Union Station		Central Time
Lv. Chicago	1:00 p.m.	
Ar. Milwaukee	2:15 p.m.	
Lv. Milwaukee	2:17 p.m.	
Ar. Portage	3:41 p.m.	
Lv. Portage	3:42 p.m.	
Lv. New Lisbon	4:17 p.m.	
Ar. LaCrosse	5:06 p.m.	
Lv. LaCrosse	5:11 p.m.	
Ar. Winona	5:41 p.m.	
Ar. St. Paul	7:30 p.m.	
Lv. St. Paul	7:35 p.m.	
Ar. Minneapolis	8:00 p.m.	

SOUTHBOUND		No. 100 Daily
Milwaukee Road Station		Central Time
Lv. Minneapolis	12:30 p.m.	
Ar. St. Paul	12:55 p.m.	
Lv. St. Paul	1:00 p.m.	
Ar. Winona	2:47 p.m.	
Ar. LaCrosse	3:17 p.m.	
Lv. LaCrosse	3:22 p.m.	
Lv. New Lisbon	4:12 p.m.	
Ar. Portage	4:46 p.m.	
Lv. Portage	4:47 p.m.	
Ar. Milwaukee	6:10 p.m.	
Lv. Milwaukee	6:15 p.m.	
Ar. Chicago	7:30 p.m.	

**Equipment**  
Completely Air-Conditioned  
Restaurant-Buffer Car  
Luxury Coaches  
Parlor Car  
Beaver-Tail Parlor Car

GEO. B. HAYNES  
Passenger Traffic Manager

Connections	
ROCKFORD — BELOIT — JANESVILLE MADISON — ST. PAUL — MINNEAPOLIS	
Read Down 131-711-101	Read Up 100-700-26
Daily	
6:20 a.m. Lv. Rockford	Ar. 9:15 p.m.
7:18 a.m. Lv. Beloit	Ar. 8:17 p.m.
11:30 a.m. Lv. Janesville	Ar. 7:50 p.m.
2:15 p.m. Lv. Madison	Ar. 6:05 p.m.
3:42 p.m. Lv. Portage	Ar. 4:46 p.m.
7:30 p.m. Ar. St. Paul	Lv. 1:00 p.m.
8:00 p.m. Ar. Minneapolis	Lv. 12:30 p.m.

Parlor Car, Dining Car Service, Coaches between Rockford and Portage. See opposite page for equipment between Portage and St. Paul-Minneapolis.

### MINOCQUA — WAUSAU — WISCONSIN RAPIDS ST. PAUL — MINNEAPOLIS

Read Down 106-101	Read Up 100-105
Ex. Sun.	
10:15 a.m. Lv. Minocqua	Ar. 9:30 p.m.
11:25 a.m. Lv. Tomahawk	Ar. 8:26 p.m.
12:20 p.m. Lv. Merrill	Ar. 7:45 p.m.
1:10 p.m. Lv. Wausau	Ar. 7:00 p.m.
2:35 p.m. Lv. Wisconsin Rapids	Ar. 5:45 p.m.
4:17 p.m. Lv. New Lisbon	Lv. 4:25 p.m.
7:30 p.m. Ar. St. Paul	Lv. 1:00 p.m.
8:00 p.m. Ar. Minneapolis	Lv. 12:30 p.m.

Parlor Car, Dining Car Service, Coaches between Minocqua and New Lisbon. See opposite page for equipment between New Lisbon and St. Paul-Minneapolis.

### MINOCQUA — WAUSAU — WISCONSIN RAPIDS MILWAUKEE — CHICAGO

Read Down 106-100	Read Up 101-105
Ex. Sun.	
10:15 a.m. Lv. Minocqua	Ar. 9:30 p.m.
11:25 a.m. Lv. Tomahawk	Ar. 8:26 p.m.
12:20 p.m. Lv. Merrill	Ar. 7:45 p.m.
1:10 p.m. Lv. Wausau	Ar. 7:00 p.m.
2:35 p.m. Lv. Wisconsin Rapids	Ar. 5:45 p.m.
4:12 p.m. Lv. New Lisbon	Lv. 4:25 p.m.
6:10 p.m. Ar. Milwaukee	Lv. 2:17 p.m.
7:30 p.m. Ar. Chicago	Lv. 1:00 p.m.

Parlor Car, Dining Car Service, Coaches between Minocqua and New Lisbon. See opposite page for equipment between New Lisbon and Milwaukee-Chicago.

W. B. DIXON  
General Passenger Agent

CHICAGO, ILL.

The MILWAUKEE ROAD  
*presents*  
THE FIRST OF THE  
SPEEDLINERS.



# Hiawatha



CHICAGO  
MILWAUKEE  
ST. PAUL  
MINNEAPOLIS

AMERICA'S FIRST INTEGRAL STREAMLINED  
STEAM LOCOMOTIVE AND THE NEWEST TYPE  
OF STREAM-STYLED SUPER-SPEED TRAIN

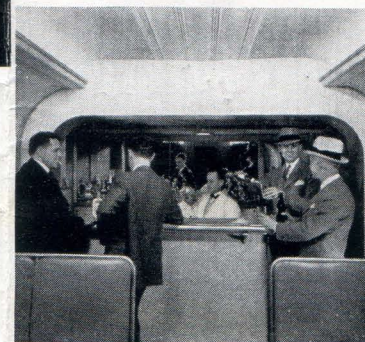




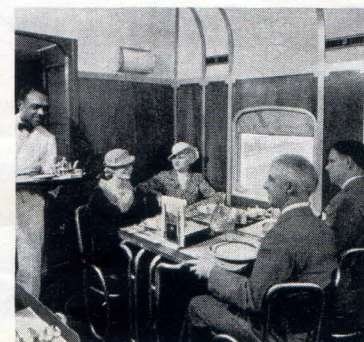
Looking toward the rear of the Beaver Tail Parlor Car.

carries super-heated steam under working pressures up to 300 pounds per square inch, about 50% more than the standard locomotive. It is carefully streamlined to reduce wind resistance, and its design enables it to take curves at high speed without sideway or strain. Roller bearings on every wheel of engine, tender and train smooth the ride and permit rapid acceleration, while 2-shoe, clasp type brakes on every wheel of engine, tender and train make stopping swift, sure and safe.

In short, the locomotive of the *Hiawatha* is completely engineered right from rails to recessed smokestack, to provide the utmost in smooth, high speed travel, and to do it—day in and day out—without fuss or strain.



The interesting end of the Tip Top Tap Room.



A corner of the unusually furnished dining car.

## New! Light-Heavy Equipment! Completely Air-Conditioned

The six cars comprising the equipment of the *Hiawatha* are of the stream-styled type, specially developed and used exclusively by The Milwaukee Road. They are sturdy, steel cars of welded construction. As long as standard cars and four inches wider inside, the coaches contain fewer seats and consequently provide *one-third more room* per passenger. Yet their special construction reduces the weight to about one-third less than that of conventional cars.

All of the cars are air conditioned with a scientifically designed system of ventilation that provides constant circulation of cool, clean air without any uncomfortable drafts. All are equipped with roller bearings, rubber-mounted trucks and sound-deadened walls so that they will ride smoothly and silently even at extreme speeds.

## New! Restaurant-Buffer Car

Heading the six stream-styled cars of the *Hiawatha* is a unique combination restaurant-buffer. This car is fitted with a complete modern kitchen of The Milwaukee Road's "Dan Healey" type and has all the equipment needed for the preparation and service of



Chrome and green leather feature a new setting for those famous meals.

the distinguished cuisine that is famous among those who have traveled the Road.

The Tip Top Tap Room is a brand new feature not found on any other train. This smart, gayly-decorated lounge room has a striped, composition floor covering, tubular metal tables with green composition tops, and tubular seats with cherry red leather upholstery. The trim bar is fitted with a chromium hand-rail around the top. Meals and beverages of all kinds will be served in this room throughout the entire run of the train.

The restaurant section of the car is decorated in a new and novel manner with tubular metal tables having dark composition tops, and comfortable tubular chairs with deeply upholstered seats and back rests in green leather.



The Tip Top Tap Room has no counterpart on rails—a friendly oasis.

## • New! Luxury Coaches

Following the dining car are three Milwaukee Road new luxury coaches—the roomiest and most comfortable you have ever seen. Their pleasing appearance is the result of a subdued scheme of modern decoration. Dark green composition flooring, cloth covered wall paneling, large-leaf figured moquette upholstery, attractive lighting fixtures and flesh colored ceiling, all contribute to a delightful atmosphere of rest and relaxation.

The club-like men's smoking room and the women's lounge provide the utmost in comfort. Combination overstuffed seat-sofas in the men's room seat ten, and there is a porcelain wash basin with hot and



Commodious men's smoking rooms in all cars.



Every car has a completely appointed women's lounge.

cold running water, linen towels and a toilet annex larger than ordinary. The women's lounge contains a combination seat-sofa with seats for four, an individual overstuffed chair, porcelain wash basins with hot and cold running water, linen towels, vanity and mirror.

The wide, deep seats in the body of the car are of the reclining type with backs individually lowered or raised. And the seat cushions are set at a comfortable angle, the front being three inches higher from the floor than the back.

The luggage rack is easily accessible and is wider and stronger than usual; diffused lights afford perfect illumination for reading or writing and may be dimmed at will for the benefit of passengers desiring to sleep. An electric water cooler at the end of the aisle provides fresh, filtered water.

## • New! Parlor Cars

There are two parlor cars on the *Hiawatha*. The first one is similar to the coaches in its general construction, while the second—and the last car on the train—has a striking, beaver-tailed rear end that minimizes the vacuum that ordinarily exists behind a fast-moving train.



Air conditioned, as are all the cars—the coaches set a new standard of comfort.

Similar in decorative scheme to the coaches, the parlor cars have heavily carpeted floors and are equipped with deep, luxurious individual seats of the revolving-reclining type. The men's smoking rooms and women's lounges are large and luxurious, while the body of the regular parlor car seats 22, and the beaver-tailed car, 24. All seats are, of course, reserved.

From stem to stern, the *Hiawatha* is perfectly designed and engineered to fulfill its special purpose of affording super-speed rail travel in complete comfort and safety. We are confident that its performance will definitely establish this new type of train as the train of the future.

No extra fare!



Like the other cars—the Parlor Cars have silent roller bearings and rubber mounted trucks. Quiet reigns.

## First! Again and Again —The Milwaukee Road!

First line between Chicago and the Twin Cities—the only double tracked route.

First and only road to operate over its own rails all the way from Chicago to the North Pacific Coast.

First to adopt roller bearings for through passenger trains.

First to operate all-steel trains between Chicago and the Twin Cities; between Chicago and Seattle-Tacoma.

First to use open observation cars on transcontinental trains.

First to use steam heat and electric lights on trains between Chicago and the Twin Cities.

First to operate long distance trains by electric power.

First with radio between Chicago and the Twin Cities.

First with coil spring mattresses.

First with streamstyled luxury coaches *one-third* lighter than standard and offering *one-third* more room per passenger.

## And Now - -

First to have designed and built a streamlined, high speed steam locomotive.

First to introduce a completely streamstyled super speed steam train of the light-heavyweight type.

First with buffet section such as is exemplified in the Tip Top Tap Room.

First with a Beaver Tail rear-end car.



## • New! Locomotive

The first thing you notice on viewing the *Hiawatha* is its sleek orange, maroon and silver locomotive—and rightly so, for this is America's first brand new, streamlined, steam locomotive—a locomotive with a definite personality. With its unusual color scheme, its smoothly faired "airfoil" superstructure, its semi-shrouded wheels and immense 7-foot drivers, it is sensational in appearance . . . and it is just as sensational in design and performance. It has a cruising speed of 100 miles per hour, and a top speed of two miles per minute.

The locomotive of the *Hiawatha* is oil burning so that it can make long runs without refueling; Alemite lubrication throughout does away with the need of oiling between terminals. Electric welding of seams and the combining of many parts ordinarily cast separately into huge, one-piece steel casting gives it great strength. Its high pressure, fire-tube boiler