

12-52

Jan 1953 First

The Milwaukee Road's
SUPER DOME CARS
Delightfully new for a wonderful view

ON THE OLYMPIAN HIAWATHA
AND ON THE TWIN CITIES HIAWATHAS

Robert Johnson

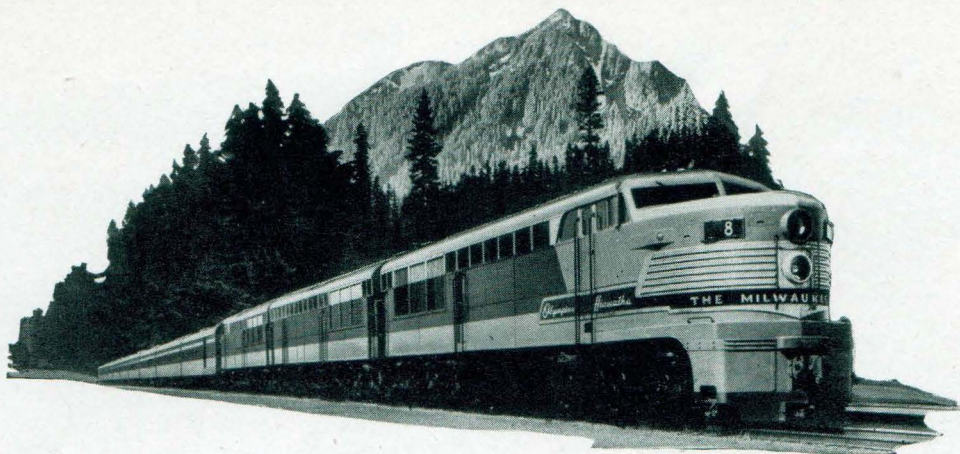
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It's long, luxurious and all yours. Everyone aboard the Hiawathas is cordially invited to come up into the Super Dome for a brand new outlook over some of our country's most delightful scenery.



What is your pleasure—a soft drink, a sandwich, a cocktail? Name it and it's yours in the delightful Cafe Lounge. Placed on the lower deck of the Super Dome car, this room is well below normal floor level.



A record of leadership

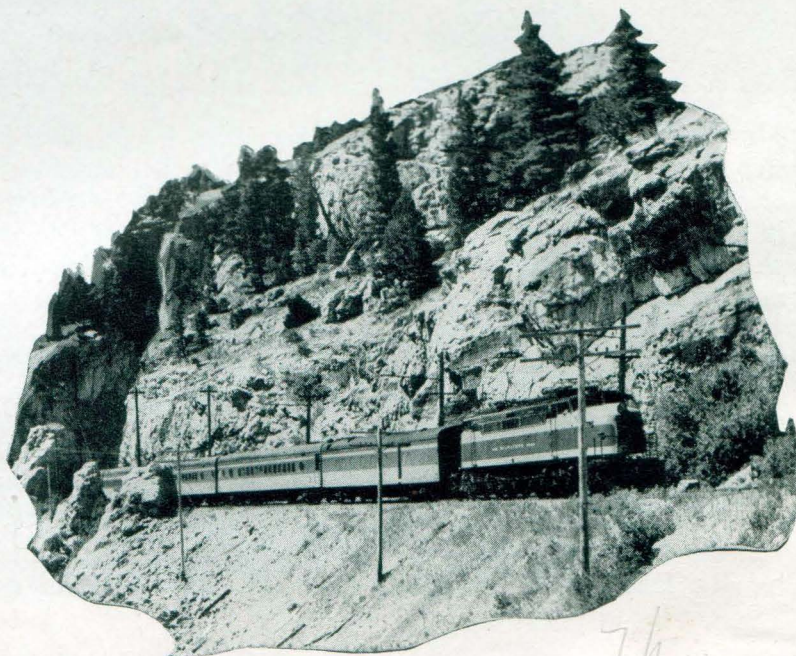
Since the 1935 inaugural run of the first Twin Cities HIAWATHA between Chicago, Milwaukee and St. Paul-Minneapolis, these Milwaukee Road speedliners have consistently ranked among America's favorite trains.

The Hiawatha fleet has grown in numbers and has been improved again and again. All of these trains are outstanding in offering the general qualities of speed, smoothness, silence and beauty that help make travel delightful.

With scores of engineering innovations to their credit, the Hiawathas have also pioneered significant advances in car design. Among these—and still unique features of Milwaukee Road Speedliners—are glass-enclosed Sky-top Lounges, and the exclusive Touralux sleepers that combine berth comfort and privacy with lower cost.

Beginning with the 1st of January 1953, the Olympian HIAWATHA and the Twin Cities HIAWATHAS are again presenting something brand new, different and delightful—the Super Dome cars pictured and described for you in this brochure.

Giant electric locomotives are used for 656 mountain miles.



*First run with
Dome Car 1-53*



A new outlook on happy travel

Almost entirely enclosed in glass and rising 15½ feet above the rails, the Super Dome is a glorious observation point. Here 68 passengers can relax in perfect comfort while their eyes sweep the wide horizons, look down into canyons and deep valleys, look up at cliffs and mountain peaks.

Never before has there been a dome as large as this. Never before one arranged like this with access by stairways both at front and rear, and with seats and aisle placed on a single level. Yet one of the most desirable features has nothing to do with the dome itself. It is scenery!

By daylight, on either the Twin Cities HIAWATHAS or the Olympian HIAWATHA, passengers see the lakelands of southern Wisconsin, the

famous Dells, the "driftless area" with its rocky outcrops, the palisaded valley of the mighty Mississippi. On the Olympian HIAWATHA for the Pacific Northwest, you add most of Montana including the Belt Mountains, Montana Canyon, Jefferson Canyon and the continental divide of the Rockies . . . perhaps moonlight glimpses of the Bitter Roots. In Washington, you see the Cascade Mountains, the Seattle watershed and the rich lands sloping down to the shores of Puget Sound.

At night, you can watch the scenery by shadowy moonlight and see the interesting patterns created by the lights of cities and towns. It's an eye-filling panorama of America.

Here is your chair in the sky

Step up the green-carpeted stairway and you emerge in a glassed-in dome almost the full length of the car.

Its pale blue ceiling blends with the sky. The walls are sun tan in color, and the seats are upholstered with a rust mohair carrying an "M" self-pattern suggesting an Indian design. The floor is covered with marbled rubber tile, dark blue under the seats, cream and light blue in the aisle with a dark blue inlay again repeating the Indian motif.

Sit down and relax. The individual chairs are carefully contoured, are padded with soft foam rubber and have footrests.

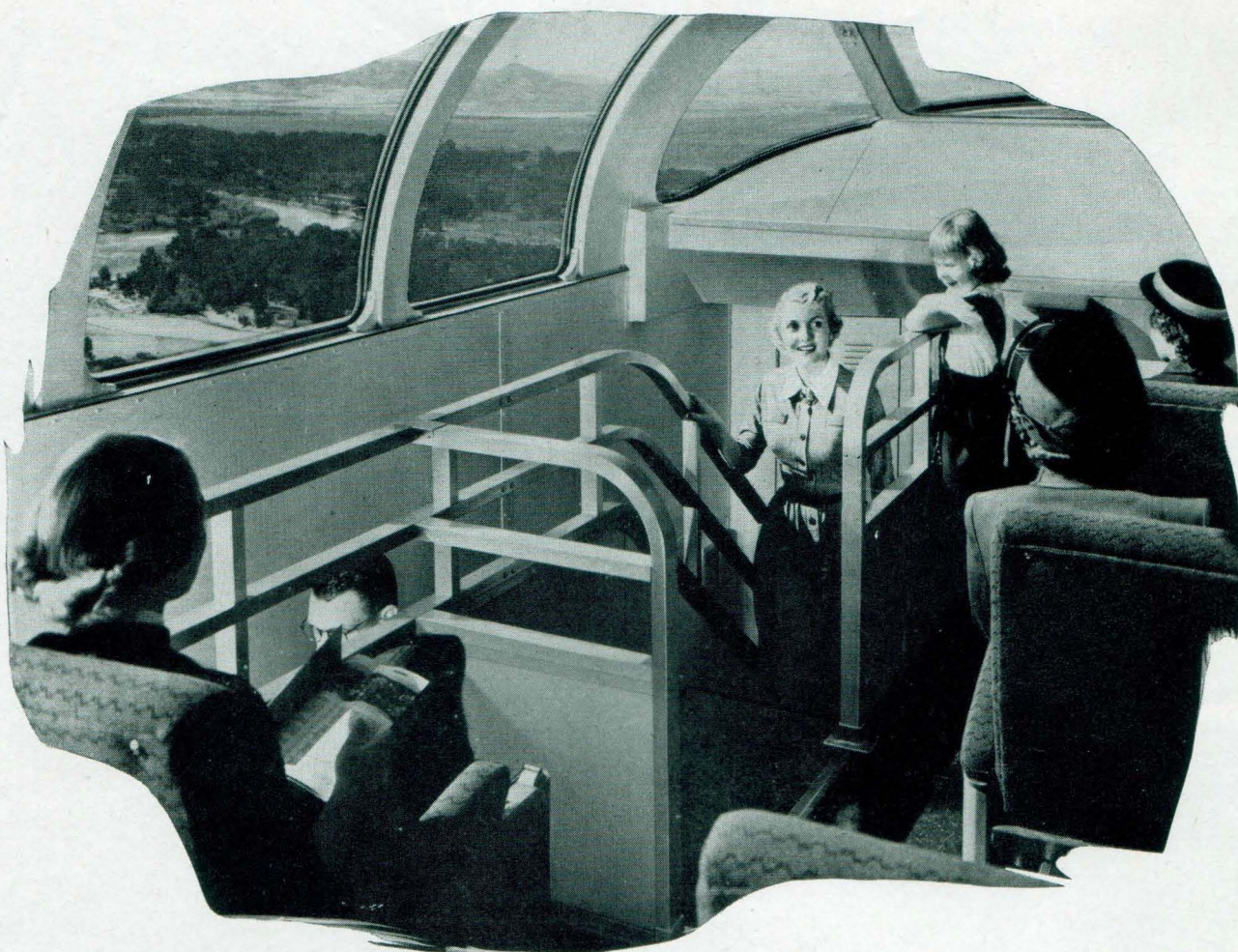
Your window affords intimate close-ups of cities and towns, farms and forests, rivers and

mountains. There are built-in ash trays for smokers. Aisle lights for night use enable you to find a seat easily but do not create reflections that would interfere with the view.

As you sit there, looking and chatting, a friendly voice coming from concealed loudspeakers periodically informs you of the history and scenic highlights of the country through which you are passing. Station announcements keep you posted on where you are so that you have plenty of time to return to your own car before arrival.

One ride, whether for a short distance or across the continent, and you'll agree that the Super Dome is the perfect way to see this America of ours.





Perfectly planned in every detail

If you have never ridden in a dome car, some natural questions may rise in your mind. How big are the windows? Isn't the light glaring? Doesn't it get cold in winter and awfully hot in summer?

Right here is where modern engineering gets in some of its magic. The huge windows—each pane is more than three feet wide by five feet high—are especially constructed. First, there is a quarter-inch outside layer of tempered plate glass. Then a sealed air space that not only prevents fogging but acts as an insulating barrier to reduce the transmission of heat or cold. Finally, there is a three-eighth inch inside layer of laminated plate glass. These windows are actually as strong as a steel roof. The forward windshield has a larger space between glass

layers that acts as a duct bringing cooled, filtered air to the overhead panel.

The outer glass all around the car is of a special type that is slightly tinted. This not only reduces glare, but filters out a portion of the heat.

Of course, no clear glass can completely bar the radiant warmth of the sun. That is where air conditioning comes in. The Super Dome has a system with a rated capacity of 16 tons—more than enough to cool three average size homes—so even on bright summer days you should be kept comfortable. Special "solar discs" mounted on the roof measure the intensity of the sunshine and thermostatically regulate the air conditioning output to offset the heat of the sun. This is a new and unique feature.

Loaf awhile in the Cafe Lounge

Featuring the lower deck of the Super Dome car, this delightful room is the place to smoke or chat, get acquainted with other passengers, listen to the radio and enjoy a beverage or a snack.

Occupying the center section of the car, the Cafe Lounge is recessed below normal floor level in order to provide extra headroom. Corridors permit you to go right through the car, or to step into the Cafe Lounge.

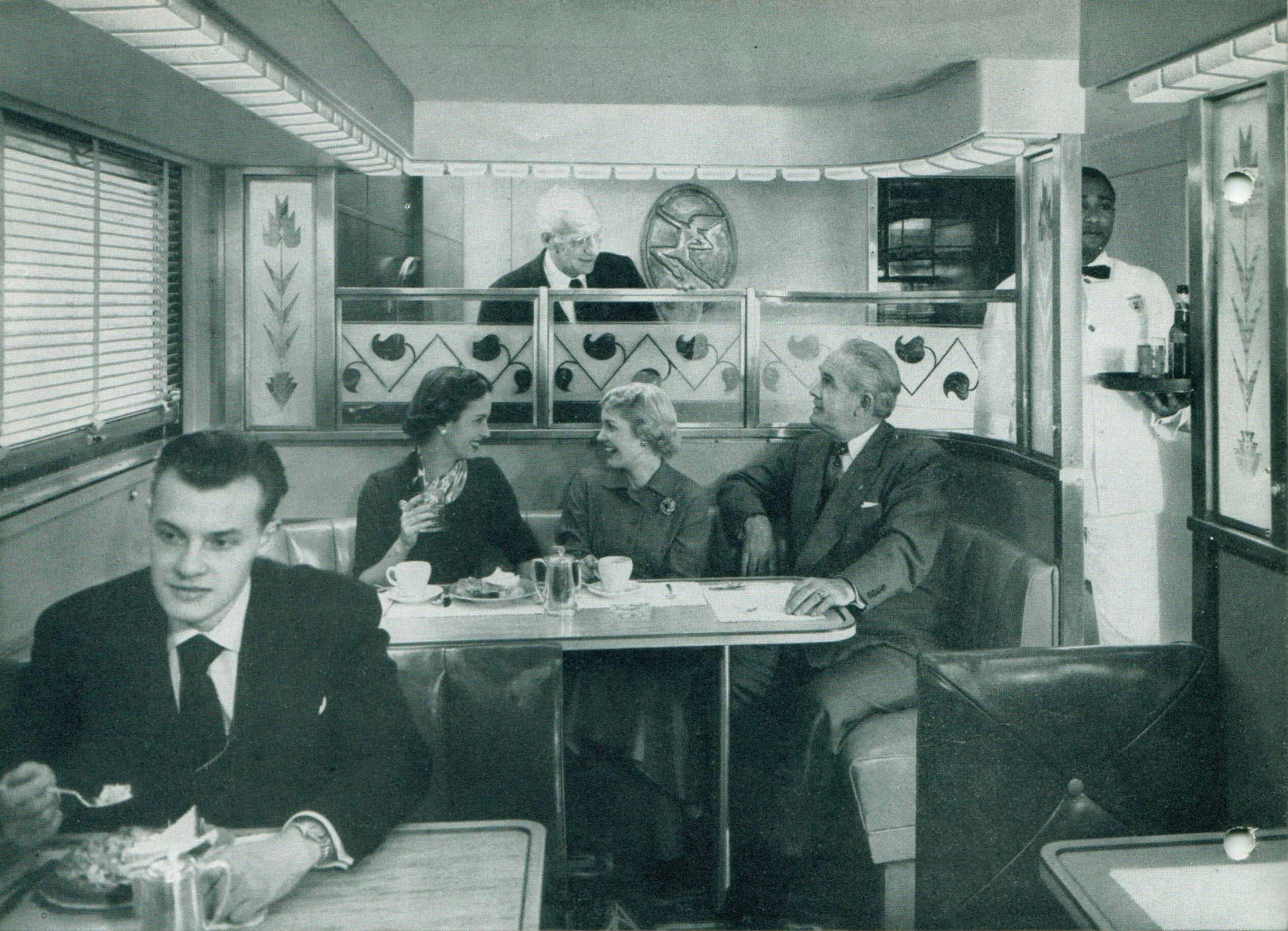
The atmosphere will remind you of a room in the smartest of clubs. The deep-piled carpet shows a gold figured Indian design on a green ground. The walls are surf green accented with carved, gold-tone mirrors on the pilasters and

sculptured glass panel. Venetian blinds are citron yellow and the ceiling is sun tan. On one end wall is a hand-wrought, copper Hiawatha medallion executed by Ianelli; at the opposite end is a full color, illuminated photo mural giving the effect of a picture window.

All table tops are covered with smooth Formica showing the pattern and color of wavy-grained primavera wood. The comfortable settees are padded with foam rubber and are covered with top grain leather, either in green or gold. Interesting use is made of stainless steel, of polished chrome and white brass.

The Cafe Lounge is an ideal social center for the Hiawathas.





Intimate... secluded... delightful

The arrangement of the Cafe Lounge has been carefully planned to promote an atmosphere of restful relaxation.

Seating is in booths of varied shapes. There are two settees for five with facing tables; three smaller tables for two, and three booths for four with facing settees and a table between. A total of twenty eight passengers may be seated at one time.

A compact, all-electric galley and service bar enable the staff to provide for your luncheon or between-meals wants. Soft drinks, malted milk, cocktails, beer and other beverages are always available. Or you can enjoy coffee, sandwiches—

plain or toasted—and cold snacks. If you're a pantry raider, you can come in before bedtime on the Olympian HIAWATHA and have whatever it takes—bite or nightcap—to insure a sound and restful sleep.

The very low noise level common to all Hiawatha-type cars enables you to enjoy quiet conversations, to hear train announcements and station calls, or to listen to soft radio music and entertainment.

Experience on the Hiawathas during many years of operation indicates that a large number of travelers like to have one of their meals in a car of this type, and the others in the diner.

Here are more facts about the

SUPER DOME CARS

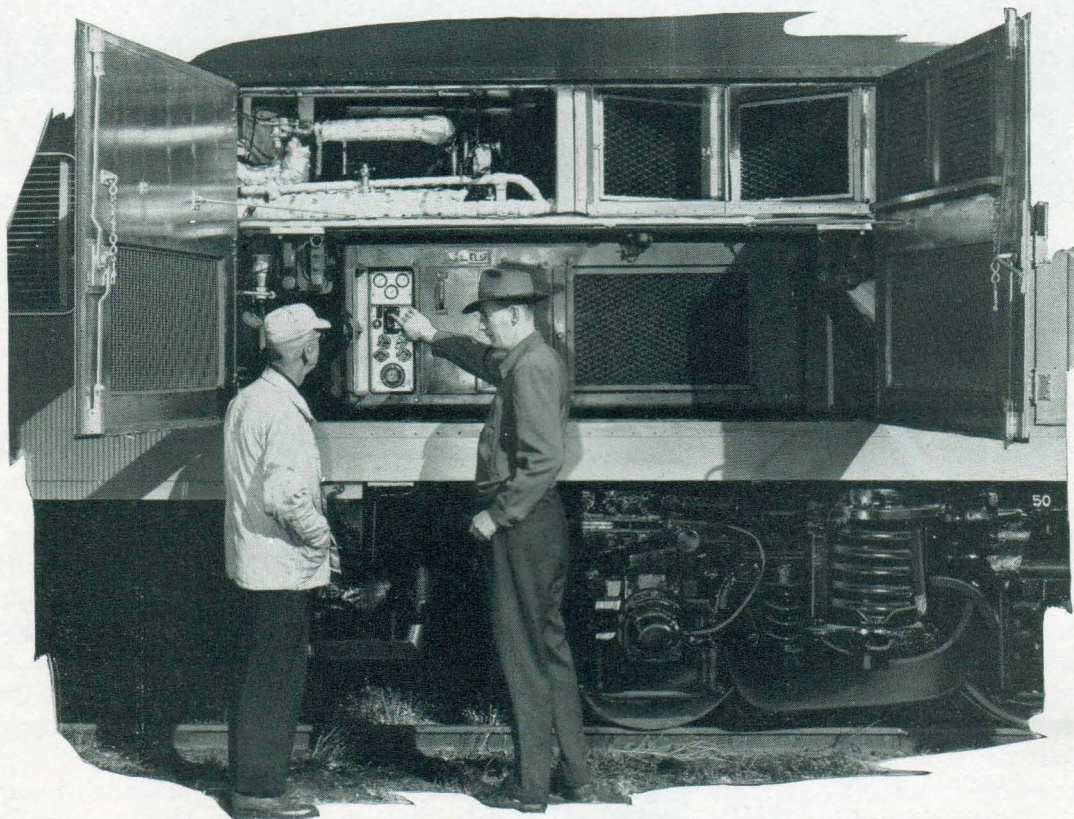
85 feet long overall, these cars have a dome extending almost their full length, are 10 feet wide and 15½ feet high. Because of their size and the extra amount of mechanical equipment that is carried, the cars weigh nearly 200,000 pounds. This requires the use of 6-wheel trucks, the largest ever built for passenger cars. The cast steel underframe is also of special design.

Mechanically, the Super Dome cars are remarkably self-contained, having their own source of power for air conditioning, air compressors and lighting. This power is obtained from two 60 horsepower diesel engines driving generators through fluid couplings. There are also indepen-

dent fuel and water tanks. Because the Cafe Lounge section is dropped below normal floor level, all of this equipment is carried in cabinets at the ends of the cars. Diesel generator units slide out on rails for easy servicing.

Many passengers will be interested in the Indian motifs seen in carpets, upholstery fabrics and wall decorations. These are adaptations of authentic designs handed down in tribes of the Great Lakes region and the western plains.

Car exteriors are painted in The Milwaukee Road's traditional harvest orange and royal maroon with black underbodies to match other Hiawatha equipment.





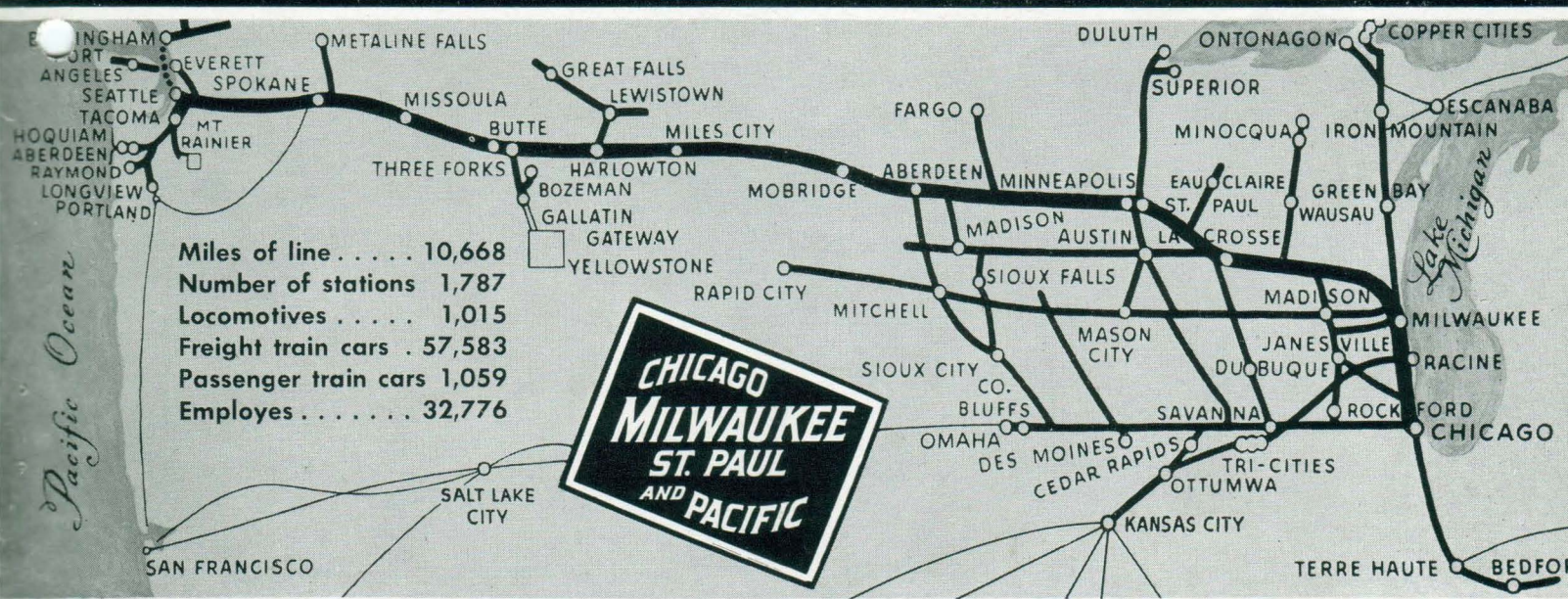
Extra "lookout" space in Skytop Lounges

The new Super Dome cars with seats for sixty eight are open to all passengers on the train. In addition, the Hiawathas will continue to carry the delightful Skytop Lounge cars which were presented in 1948 and '49, and which are still an exclusive feature of The Milwaukee Road.

Almost entirely enclosed in glass, these lounge-smoking rooms offer the same sky-high, horizon-wide scenic views but from a lower level than in the Super Dome.

The Skytop Lounge is open to parlor car passengers on the Twin Cities HIAWATHAS. On the Olympian HIAWATHA it is for the use of passengers occupying bedrooms or roomettes in the private-room cars, or the parlor car that is carried westbound between Chicago and St. Paul-Minneapolis.

Skytop Lounges are fitted with comfortable sofas, pull-up chairs, reading lamps and a library of current magazines.



OLYMPIAN *Hiawatha*

Chicago • Milwaukee • St. Paul-Minneapolis
Miles City • Butte • Spokane • Seattle • Tacoma

Reserved reclining seat, Luxurest coaches with leg rests, Super Dome car with Cafe Lounge on lower deck, Touralux sleepers, dining car, private-room cars with bedrooms, roomettes and Skytop Lounge.

William Wallace
Asst. Passenger Traffic Manager
Chicago

Harry Sengstacken
Passenger Traffic Manager
Chicago

Morning and Afternoon

TWIN CITIES *Hiawathas*

Two a day, each way
Chicago • Milwaukee • Portage • La Crosse
Winona • St. Paul-Minneapolis

Reclining chair coaches, new Super Dome car with Cafe Lounge on lower deck, dining car, parlor cars with Skytop Lounge.

O. R. Anderson
General Passenger Agent
Seattle



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